VOL. CCXXXIII, No. 3039
TWO SHILLINGS AND SIXPENCE

Fit "TripleX" Reg'd - and be safe

THE SPHERE
With which is incorporated "BLACK & WHITE"
JUNE 28, 1958

# The SPHERE

with which is incorporated The GRAPHIC

— THE WORLD'S NEWS IN PICTURES

McVITIE & PRICE
*Makers of Finest Quality Biscuits*
EDINBURGH · LONDON · MANCHESTER

Apollinaris is the natural mixer with Scotch...
*ask for a Scotch and* POLLY

BY APPOINTMENT TO H M THE QUEEN
SUPPLIERS OF 'RED HACKLE' SCOTCH WHISKY
PROPRIETORS HEPBURN & ROSS LTD. GLASGOW
Red Hackle
de luxe SCOTCH WHISKY
PROPRIETORS Hepburn & Ross LTD GLASGOW

TRADE MARK
BEER AT ITS BEST
TENNENT'S LAGER
ENJOYED THE WORLD O'ER
J. & R. TENNENT LTD · WELLPARK BREWERY · GLASGOW

*Beautiful* Silk Ties *in original designs*
THE WHITE HOUSE
51 NEW BOND STREET · LONDON · W.1

Drambuie
THE DRAMBUIE LIQUEUR CO., LTD., YORK PLACE, EDINBURGH.

TIO PEPE
TRADE MARK
*One of the*
GONZALEZ BYASS
*family*
PRODUCE OF SPAIN

MORNY
*of Regent Street · London*
FINE SOAPS · MATCHING BATH LUXURIES · PERFUMES

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
MOTOR POLICIES

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

*Registered as a Newspaper for Transmission in the United Kingdom*

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6

¼ oz 35/- ½ oz £3·7·6 1 oz £5·17·6 2 oz £10·10·0

*First sailing of*

**s.s. HANSEATIC**

(28,500 tons)

*to*

**NEW YORK**

*from Southampton via Cobh*

**23rd July 1958**

*followed by three-weekly departures*

All First Class and most Tourist Class cabins have private bath or shower and toilet.

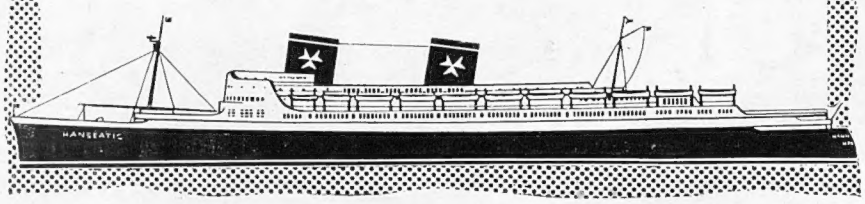
All First Class accommodation and public rooms sited on one deck.

**Hamburg-Atlantic Line**

*Apply your local Travel Agent or the General Passenger Agents for U.K. and Eire*

**E. H. MUNDY & CO. LTD., 87, JERMYN ST., LONDON, S.W.1**

*Telephone : TRAfalgar 1321*



# *Rickshaw in Regent Street*

On your way to the Far East? Then make 9 Gracechurch Street, E.C.3, your first stop. Here you will find a mine of information on matters oriental. Wherever you may be bound — Colombo or Rangoon, Manila or Calcutta — we can give you an up-to-date picture of local conditions. We can brief you on such things as currencies and monetary regulations, and provide you with credit information. As the biggest British bank established by the Far East for the Far East, with branches in thirteen Asian countries, we are in a unique position to advise and help you. You are welcome to draw on our knowledge and services.

**THE HONGKONG AND SHANGHAI BANKING CORPORATION**

HEAD OFFICE: HONG KONG

LONDON OFFICE: 9 GRACECHURCH STREET · EC3

*Offices in Europe and the United States, and throughout the Far East*

# the NEW 1½ litre SUNBEAM RAPIER

...SETS A NEW STANDARD

**IN PERFORMANCE — SAFETY — ELEGANCE**

1958

**RALLY SUCCESSES**

1ST *Outright Winner* R.A.C. RALLY

1ST & 2ND *Closed cars over 1300 c.c.*
CIRCUIT OF IRELAND RALLY

1ST *British car* MONTE CARLO RALLY

*WINS Manufacturers' Team Prize*
TULIP RALLY

**NEW power-plus 'Rallymaster' engine** to give you sparkling performance allied to surprising economy and steadfast reliability. Now 1½ litres (1494 c.c.) . . . twin carburettors . . . larger valves . . . compression ratio increased to 8·5 . . . higher torque. All new features . . . but tried, tested and proved in the toughest competitions.

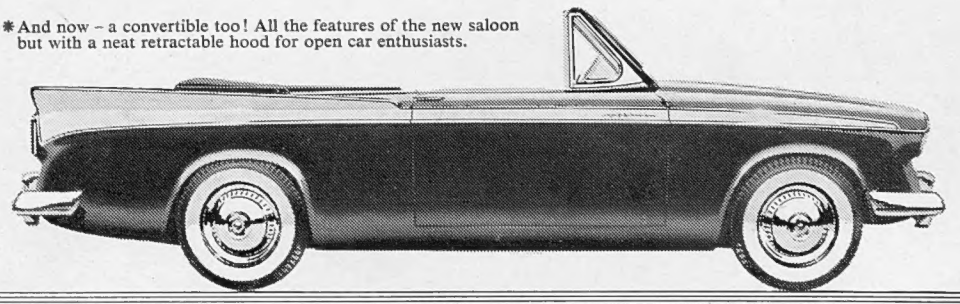
**NEW Gear Change** A short sports centre gear lever to give a direct, quicker, cleaner change to match the new engine's great performance.

**NEW Safety features** to give you the safest ride you ever had. New 10″ brakes with 15% better performance . . . higher rated coil springs and shock absorbers . . . entirely new positive featherlight steering . . . all contribute to a new experience in road holding.

**NEW looks** to thrill the eye . . . new comfort to shorten the miles. Re-designed exterior set off by elegant fins embodying tail lamp cluster. Re-styled interior – luxurious foam rubber seating for tireless driving. Wide choice of new contemporary two-tone colour schemes.

*Price: Saloon £695 (plus P.T. £348.17.0) Convertible £735 (plus P.T. £368.17.0)*
*Whitewall tyres, overdrive on 3rd & 4th gears available as extras.*

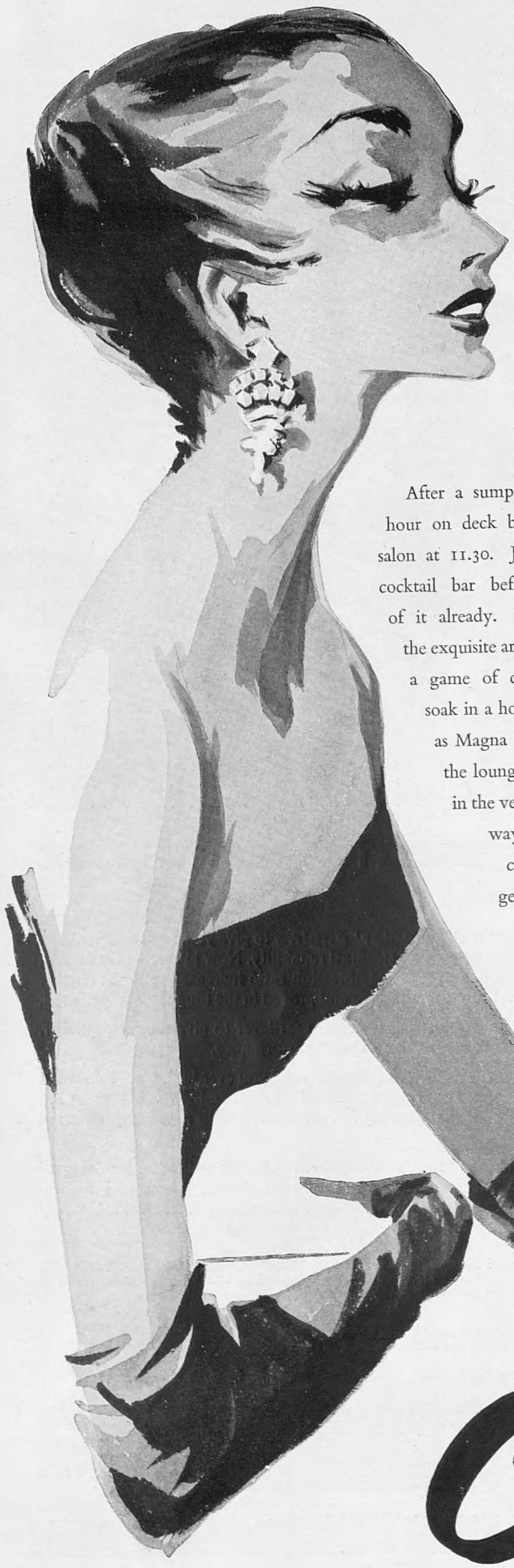
*And now – a convertible too! All the features of the new saloon but with a neat retractable hood for open car enthusiasts.



BY APPOINTMENT TO HER MAJESTY THE QUEEN MOTOR VEHICLE MANUFACTURERS ROOTES MOTORS LIMITED

A product of **ROOTES MOTORS LTD**

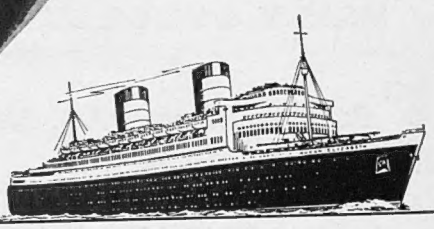
*Sunbeam-Talbot Ltd. Coventry. London Showrooms and Export Div: Rootes Ltd., Devonshire House, Piccadilly, London, W.1*



# LEISURED SOPHISTICATION

*ONE OF THE INIMITABLE DELIGHTS OF CUNARD TRAVEL*

After a sumptuous breakfast in bed, she spent a delightfully lazy hour on deck before her appointment in the hairdressing salon at 11.30. John was meeting her for a drink in the cocktail bar before lunch. Lunch. She was thinking of it already. What girl could *possibly* resist the exquisite artistry of Cunard chefs ? In the afternoon, a game of deck tennis. Enormous fun. Then a glorious soak in a hot bath before dressing for dinner. A menu as big as Magna Carta. Then into the sparkling splendour of the lounge and dancing into tomorrow to a perfect band in the verandah grill. Yes, this is the life, the Cunard way of life . . . a sense of well-being and comfort heightened by mechanical genius, the stabilisers which smooth the passage of the "Queen" liners across the Atlantic.



*Remember you are entitled to the £100 dollar allowance for U.S.A. and Canada. Why not take advantage of it. Ocean fares, shipboard expenses and American and Canadian rail fares are all payable in sterling. It also makes possible the attractive prospect of visiting the United States or Canada en route to Australia, New Zealand and the Far East.*

**Travel in a BIG Way - to U.S.A. and Canada**

# Cunard

For choice of ship and sailing date apply CUNARD LINE, Cunard Building, Liverpool, 3 (*Liverpool CENtral* 9201): 15, Lower Regent St., London, S.W.1 (*WHItehall* 7890) 88 Leadenhall St., London, E.C.3 (*AVEnue* 3010) or consult your local travel agent—no one can serve you better.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

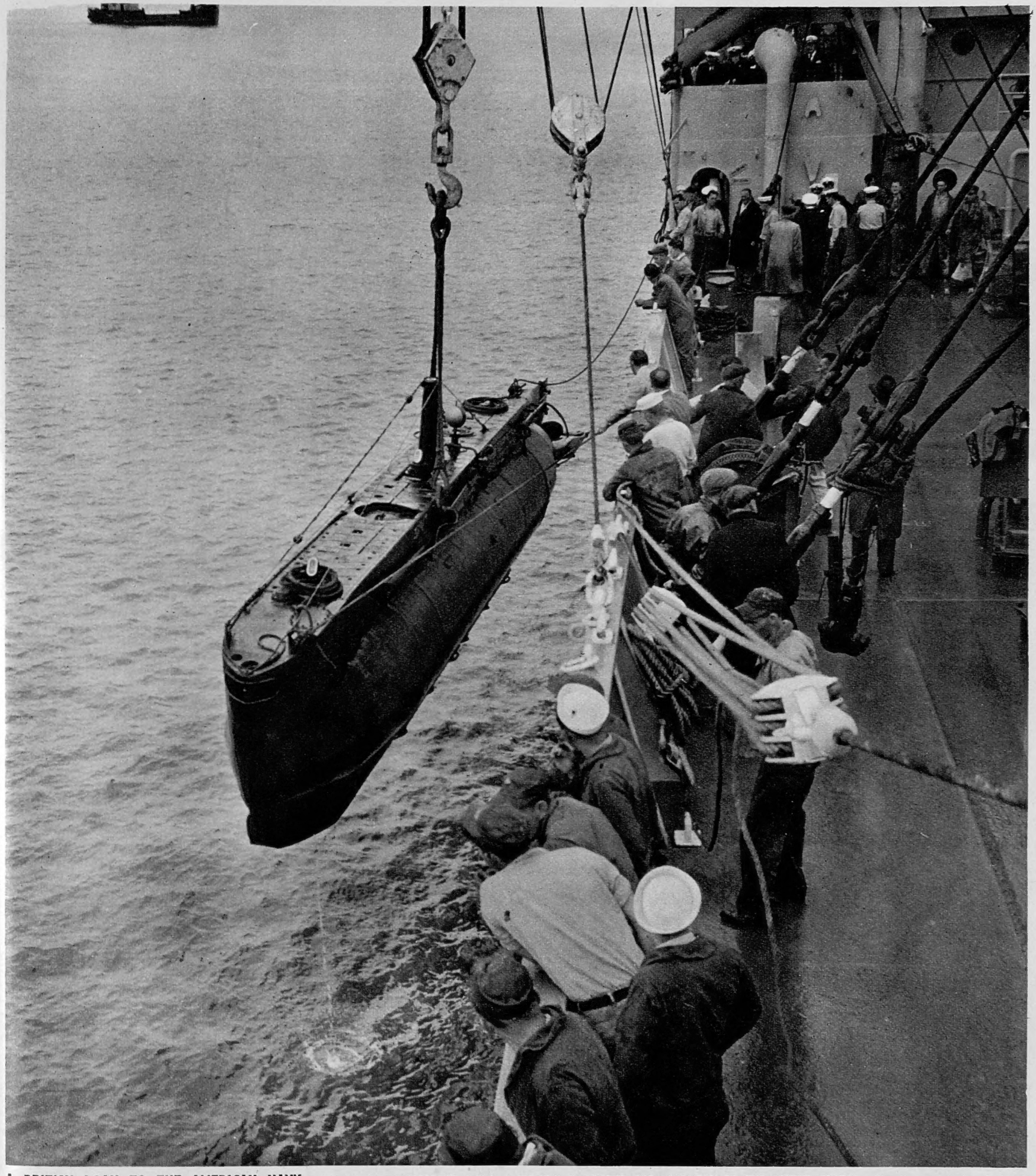
Volume CCXXXIII No. 3039

The SPHERE, London, June 28, 1958

# The SPHERE

with which is incorporated THE GRAPHIC

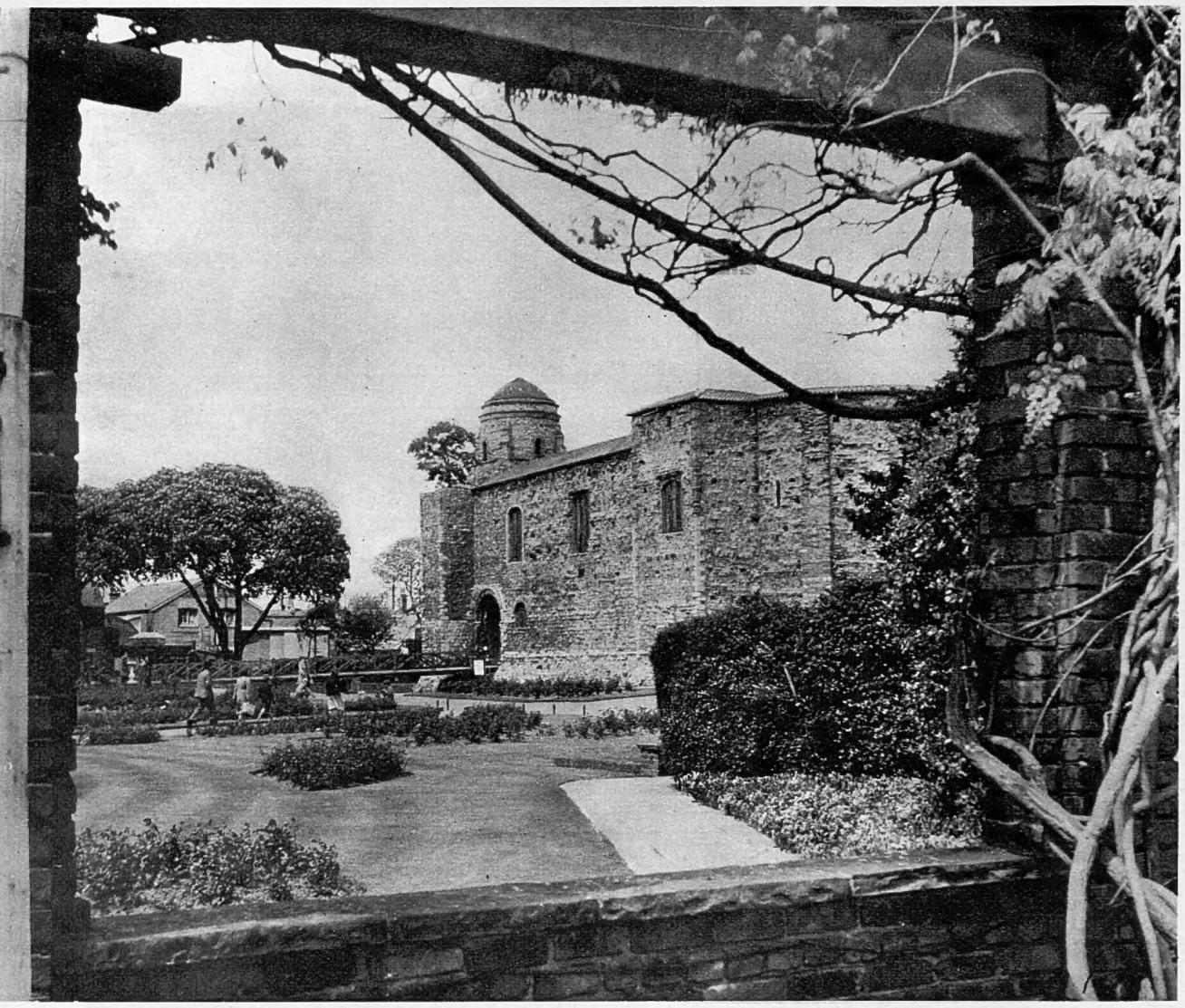
© 1958. Illustrated Newspapers Ltd. *All Rights Reserved.*



**A BRITISH LOAN TO THE AMERICAN NAVY—THE MIDGET SUBMARINE H.M.S. "SPRAT" IS LOADED FOR SHIPMENT TO THE UNITED STATES: She is seen being hoisted aboard the U.S.S. *Alcor* at Portsmouth, which is expected to arrive in Norfolk, Virginia, on Wednesday next, July 2. *Sprat* is being lent to the American Navy for two months, during which she will carry out trials concerned for the most part with testing harbour defences. The submarine should return home in mid-September.**

H.M.S. *Sprat* is the most up-to-date class of midget submarine in service with the Royal Navy, having been launched from the Barrow yard of her builders, Vickers-Armstrongs, in March 1955. She has an overall length of 53 ft. and displaces 35 tons. Her normal complement is five but sailing with her in the American Fleet Supply ship *Alcor* across the Atlantic are her commanding officer, Lieutenant T. J. Anderson, R.N., and operational and passage crew of two other officers and six ratings. On arrival in Norfolk, Virginia, *Sprat* will be unloaded and prepared for operations. These will chiefly consist of trials in testing harbour defences, in the penetration of which this type of craft proved so effective during the war. The period of loan will be completed at the end of August and the submarine will be shipped back to Britain by about September 15. Throughout her two-month stay in American waters she will be manned entirely by Royal Naval personnel. *Sprat* is the second British midget submarine to be lent to the United States. H.M.S. *X.E.9*, of an earlier and experimental class, was sent under a similar arrangement in October 1952.

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.



COMMEMORATING THE BATTLE OF WATERLOO : Growing on top of part of Colchester Castle is a stunted sycamore tree (centre, rear). The tree is said to have been planted to commemorate the Battle of Waterloo, which took place in June 143 years ago. Dating from 1070, Colchester Castle has the largest Norman keep in the country.

OUTSIDE THE FORMER HEADQUARTERS OF THE FREE FREN the ceremony commemorating the birth of the Fren are, from the right, next to the flag-bearer, Monsie Association ; M. Jean Chauvel, the French Ambassado

# A London Newsletter

195-198, STRAND, W.C.2.

**Cyprus—The Futility of Violence.**—Nobody can offer a solution of the Cyprus problem. The running sore seems incapable of healing. The British Government's new proposals could never prove acceptable to all interests. No doubt, the communal rioting which led to the strengthening of British forces in the island was intended as pre-proposals propaganda, but, like all recourse to violence, it instantly became a vicious circle of vendetta and has raised among the elements of revolt the hope that violence can achieve political ends and intimidate our Government. The absurdity of that hope is seen in the fact that the aims of the violent elements are, totally, poles apart. If the only way of removing that absurd belief lies in putting a time-limit to acceptance of the new proposals with an unequivocal warning that, failing acceptance, the Government must, and will, employ stern but impartial force to govern the island, that way is still beset with danger, still offers no solution. Our Government, too, with memories of India and elsewhere, must be conscious of the "futility of force," and on *it* will then be fastened the "obloquy" of employing it. And that must be so, even though (as we believe) the majority of Cypriots are praying for peace and quiet to pursue their decent avocations. When men have lost their reason, there is no solution, whether by force, compromise or surrender, to human quarrels.

**The Cyprus Plan.**—The temporary plan for Cyprus appears to have been based on some, though not the main, ideas and suggestions of Lord Radcliffe. The offer is made to Greek and Turkish Cypriots of dual citizenship and separate parliaments for a seven-year trial period. A single Parliament, as Lord Radcliffe proposed in December 1956, was rejected when the bitter objections of Makarios and EOKA were acknowledged as making such a proposal unworkable. A Governor's Council of Greek and Turkish Cypriot Ministers and representatives of mainland Greece and Turkey will attempt to co-ordinate domestic matters within the preview of the Parliaments, while Britain will remain responsible for defence, external affairs and internal security; and internal security is likely to be Britain's heaviest responsibility for some time to come. That the plan would be warmly received in the island, or in the Greek and Turkish capitals, was beyond reasonable expectation. Oddly enough, as a temporary measure, it may prove more acceptable to the Greeks than to the Turks, and, if that be so, the Turkish Cypriots may be rightly adjudged the ring-leaders in any resumption of communal riots. But the plan, in so far as it makes no promise of eventual independence for Cyprus, can hardly hope to please any interests in the island or outside it, though the bulk of the population of Cyprus would be thankful for even a year or so of peace, if they could get it. But the hope of Makarios or EOKA, or remoter trouble-makers like Nasser, conceding restraint, patience and time for a testing period, seems in the highest degree visionary. Anarchy crouches just round the corner, and it is not surprising that the NATO authorities see ahead a fearful breach in the Western defence line. But perhaps the age of miracles is not dead.

**"The Little General Election."**—Whatever hopes or warnings, credits or debits, the two and a half parties of our party system may have derived from some or all of the five by-elections of June 11, their results revealed *en bloc* that politics and party fervour can seldom be worked up in the middle of our summer carnival, when the average voter usually finds life rather less hard and austere (and consequently less finds cause for registering grievances), and is more interested in games and sports, gardening and holiday plans, than in polling booths and political oratory. And certainly one's garden or allotment in mid-June presents a prospect more pleasing than the usual sights and sounds of a parliamentary election, and perhaps a voter may delude himself into the belief that he is more usefully employed (except, of course, at a *General* Election) in growing more food or even in removing slugs and weeds in his garden than in putting a cross against the name of one of two or three candidates. But *delusion* it is. The right to vote needs to be exercised by a good citizen not less at a by-election. For by-election trends influence General Election results. Nevertheless, on June 11 the tell-tale figures confirm my premises, albeit the figures of attendance at the booths and of the votes cast for the candidates do perhaps give a slight but welcome hope that some of the Government's lukewarm or wavering supporters have begun to assess its achievements to date, to discount party malice, and to list and estimate some of the probabilities, if Labour should rule again in two years' time or less.

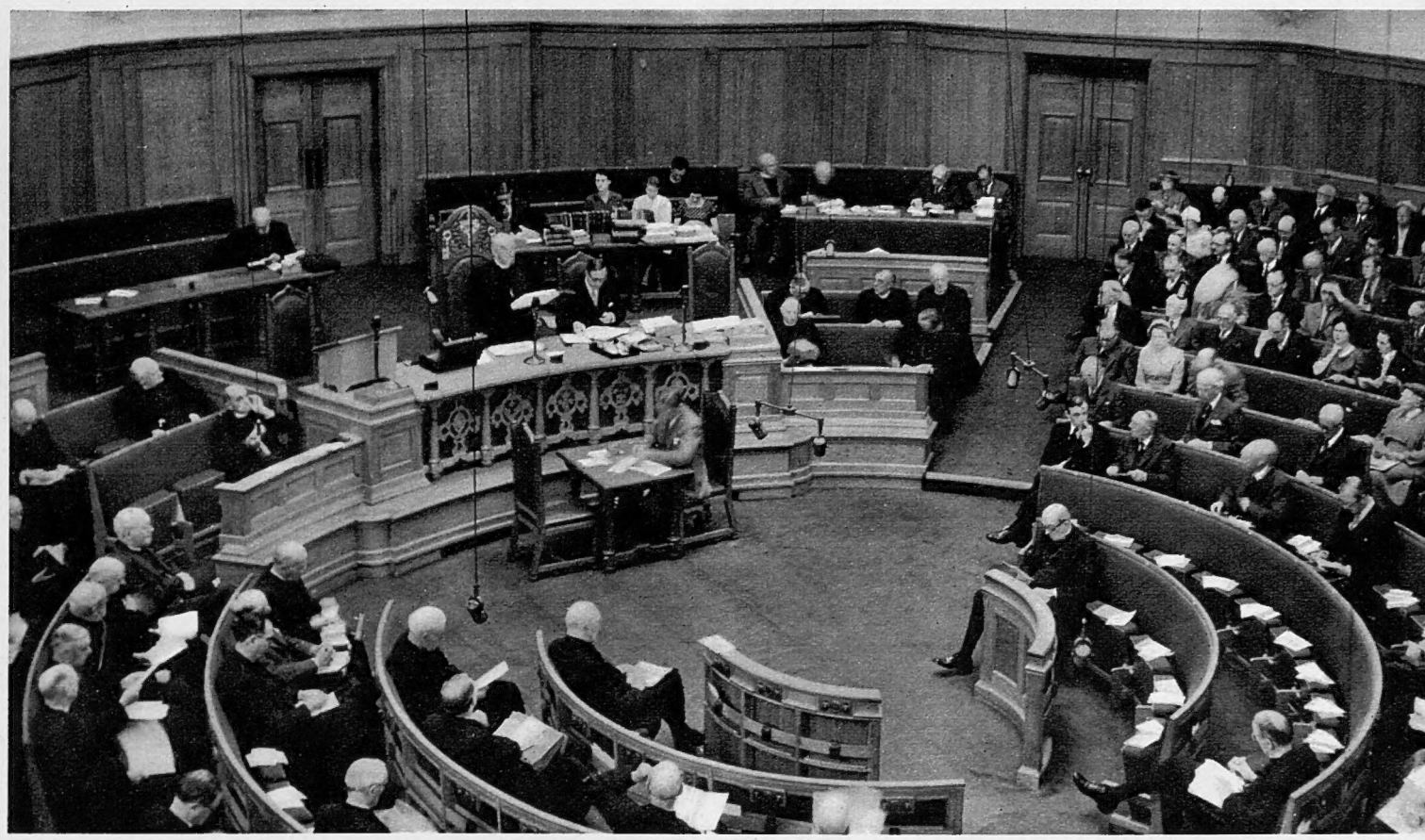
**What is a Crisis ?**—To be puzzled has long been "the badge of all our tribe." I remarked last week that the Premier's trip to America and Canada had once more coincided with something like a crisis in our affairs. Abroad, one needed only cite the situation in Cyprus, though one might fall back on other tense situations overseas. But I was thinking particularly of our domestic affairs, and am deeply concerned to know whether I am taking an exaggeratedly pessimistic view of the then present strikes and the coming demands for higher pay. If in the last few weeks it has seemed to some of us that the Government has been sitting this difficult horse somewhat loosely, we have appreciated that its position in industrial disputes is always difficult, and that the machinery said still to exist for just settlements is always to be preferred to intervention, if it work, or until the nation's food is in danger. What we do not know, and puzzle over, is the view of the degree of danger which Ministers held and hold in the privacy of the Cabinet room. Are we indeed (as some of us laymen believe) in a domestic crisis of the first magnitude ? The Government rightly and repeatedly deny that there is any "show-down" with Labour on *its* side. But can Labour to-day truthfully make the same denial ? If the facts of these strikes, and the promises of demands to come, do not


**RATES OF SUBSCRIPTION TO "THE SPHERE"**

*Orders for subscriptions should be handed to any book-stall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. All terms below include postage.*

| *Published Weekly* 2/6 | 3 MONTHS (*No Extras*) | 6 MONTHS (*Without Xmas No.*) | 6 MONTHS (*Including Xmas No.*) | 12 MONTHS (*Including Xmas No.*) |
|---|---|---|---|---|
| Gt. Britain and Eire | 1 17 6 | 3 14 0 | 3 18 6 | 7 12 0 |
| Elsewhere Abroad ... | 1 18 0 | 3 15 0 | 3 19 6 | 7 14 6 |
| Canada .... .... | 1 14 6 (or $5.25) | 3 8 0 (or $10.0) | 3 12 6 (or $10.50) | 7 0 6 (or $19.50) |
| U.S.A. .... .... | $5.75 | $11.00 | $11.50 | $22.50 |

MOVEMENT: In Carlton Gardens attending Resistance Movement eighteen years ago L. Burdet, President of the Free French Lady Churchill; and Mr. Selwyn Lloyd.



THE SUMMER SESSION OF THE CHURCH ASSEMBLY: The Archbishop of Canterbury (standing, centre rear) addresses the Assembly at Church House, in Westminster, on the opening day. In his speech Dr. Fisher dealt particularly with the present position of the revision of canon law. On the second day unanimous approval was given to a motion urging the Church to make the fullest use of broadcasting and television. It requested the standing committee of the Assembly to consider means of training suitable persons.

entail a strong effort to upset all the Government's patient efforts to restore our economy—a massive attack by a section of the community to wreck the efforts of the Government and the hopes of half the nation—at any rate these matters seem to go near it. I am led to suppose that supporters of the Government do not universally share my pessimism. If they did, they would surely have rallied to all the polls in the recent by-elections in a strength at least equal to General Election strength, if only to record their continued support for a policy of sanity.

**If Labour Ruled.**—For always the thought obsesses me: How would a Labour Government, if it had been in power in 1957-58, with all our economic difficulties to be solved, have handled these strikes and exorbitant demands? How will they handle them if they come to power in two years' time? If I am wrong in thinking that in June 1958 we had clear proof of an order of battle in which the Labour Shadow Cabinet and the Trade Unions were at heart allied to destroy the Government and to hamstring its efforts to restore our economy, I shall be thankful to be convinced. If this is no alliance on one side to achieve a political end under the banner of an industrial and legitimate struggle for "sheer justice," I admit the charge of pessimism. I should like to think, and indeed try to think, that the faithful and the sane who took the trouble to record their votes in those by-elections did succeed in revealing a trifling swing-back in favour of the Conservatives, a modest vote of censure on the use of industrial disputes for a party-political end.

**Smithfield Strike Probe.**—I am pleased, not surprised, to learn that the Minister of Labour is to set up a Commission to investigate the unofficial strike of the Smithfield meat-drivers. I only wonder that that Committee has not been in session for a fortnight or more. For seven or eight weeks this strike, with its repercussions, paralysed Smithfield, held up the unloading of many scores of ships, diverted business, perhaps permanently, to foreign ports, pressed hard on the public and drove trade away from Britain at a vital time. It began on a claim arising out of the raising of the speed limit on lorries, a claim of interest to only a handful, and one capable of peaceful settlement by established machinery. Perhaps, at last, the findings of this Committee may give the public a first chance to understand some of the mysteries of dock labour, and either to modify or confirm its "ignorant belief" that in this field of industrial relations for years past Alice-in-Wonderland has been a back number.

**Labour's New Plan for Education.**—I have had no time very closely to study the Socialists' new policy statement on education, and perhaps I never shall do so, since I am too old and too busy now to make myself an authority on education. The main item of the plan is not controversial inside the party, though very much so outside. It is the total disappearance of the grammar schools in a merger with the technical and secondary modern schools. Much more controversial inside the party is a decision excluded from the plan. The public and preparatory schools will not at present be attacked. The planners have decided that to abolish them would be too expensive, would merely breed more fee-paying schools of their kind, might evoke a real outcry against the suppression of the individual's freedom to spend his money on the kind of education he prefers for his children. In any case, these "breeding-grounds of snobbery" are better left to the gradual loss of their status as modern secondary education reveals its greater efficiency, to achieve which five main points will be pressed through during "the first five years of Labour rule." Similarly, and less controversially, a Royal Commission will be set up to examine the best way to ensure that all boys who reach a certain standard can both secure, and afford, a university education, while the universities themselves must be required to frame schemes for the necessary expansion. Eton, Harrow and the rest, and the private schools, may therefore rest quiet in their beds during the next General Election. Their problem remains largely an economic one. How long will sufficient parents afford £400 to £500 a year for the education which they prefer for each son? It is otherwise with the grammar schools with their great traditions and their admirable results. The modern secondary schools and technical colleges have not had long enough to prove themselves fully. In what is clearly a time of testing and transition, it is foolish to generalise. At the moment, it is perhaps fair to say, the boy turned out from one's local grammar school reveals certain invaluable results of education which are not apparent in the general run of ex-modern secondary schoolboys, and some of those results should be appreciated even by those who are the bitterest opponents of public schools. For they are the type of educational benefits which must make orderly government less difficult and individual success easier.

**NEVER PUBLICLY EXHIBITED IN THIS CENTURY: "Cherry Ripe," by Sir John Everett Millais, is placed in position in the Diploma Gallery of the Royal Academy.** This is one of the pictures from the collection of the late Sir J. B. Robinson, of South Africa, and lent by his daughter, the Princess Labia, which will be on show from July 2 until September 14. Among the pictures in store in London since 1910 and which have not been shown before in this century, are works by Rembrandt, Rubens, Frans Hals, Piero di Cosimo, Tiepolo and Murillo. There are also paintings by Boucher and Gainsborough. "Cherry Ripe," which Millais painted in 1879, proved so popular that when a coloured reproduction appeared in *The Graphic* (which is now incorporated in *The Sphere*) 600,000 copies of it were sold and there were unsatisfied orders for another 400,000.

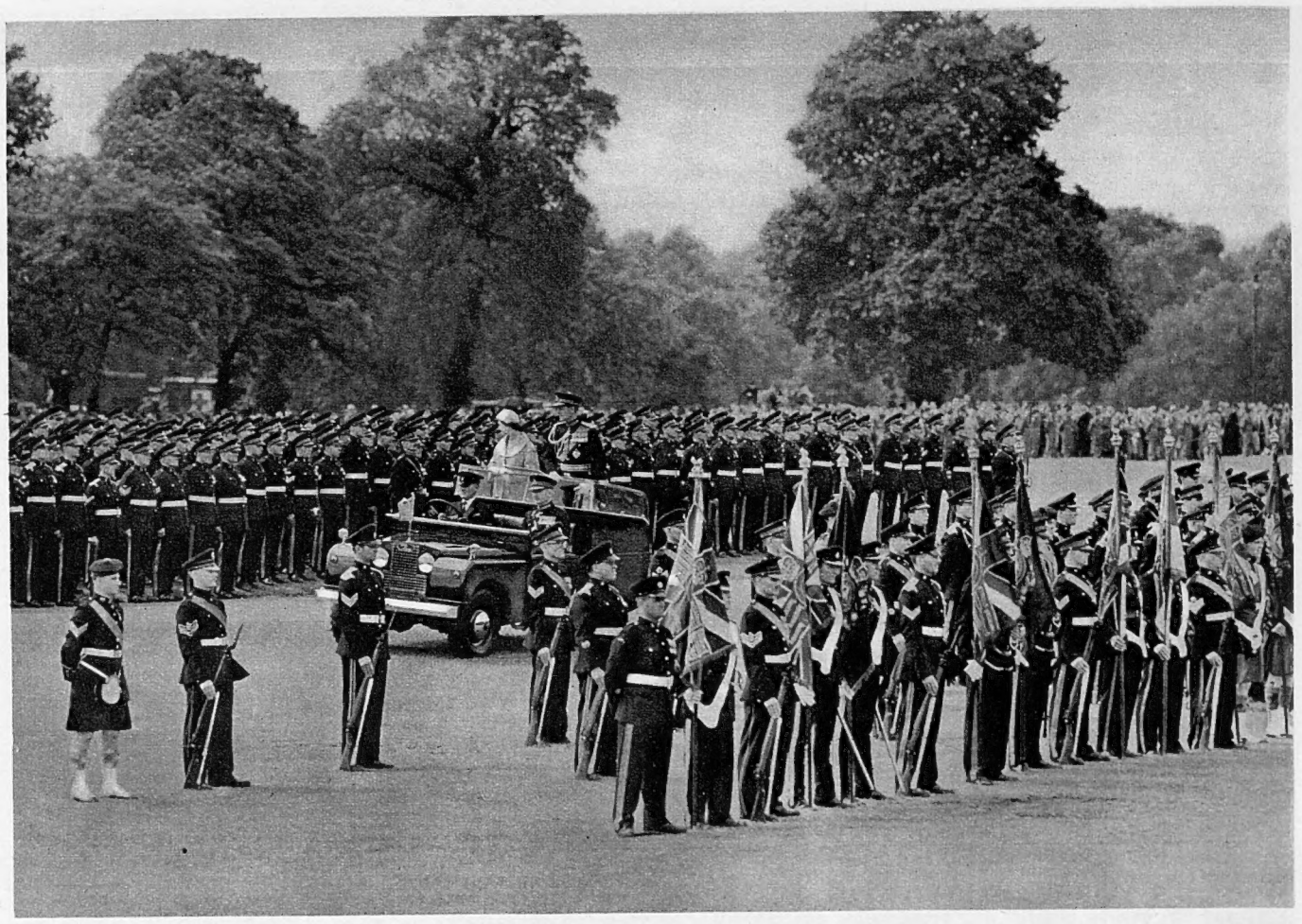
**Queen's Weather.**—The Queen has never been so consistently lucky in her weather on ceremonial outdoor occasions as was her great-great-grandmother. Of course, she annually performs an infinitely larger number of such ceremonies than did Queen Victoria, who for long periods performed practically none at all. At no time during her wedded life and widowhood could it have been expected of Queen Victoria that she would fulfil an engagement involving such discomfort as faced Queen Elizabeth at the Trooping the Colour last week. Queen Victoria accepted such weather in her earlier years as to be expected and even pleasant at Balmoral, or elsewhere in Scotland. "What care these roarers for the name of King?" For Queen Victoria, by and large, this question remained academic during much of her long reign. She enjoyed and almost patented Queen's weather. The Court of Queen Elizabeth II is essentially a young and an open-air Court, and the public and her troops were less surprised than touched and delighted by her decision to keep strictly to her date and to show not the slightest sign of discomfort or even consciousness of weeping clouds and sodden garments.

**143 Years Ago.**—By pure chance I was reading in bed Lady de Lancey's narrative of her Waterloo experiences, which Dickens and Scott praised so highly when they read it in manuscript, and I realised that it was once again Waterloo Day, the 143rd anniversary. Of all battles fought by our armies before or since, this remains for me the most romantic. By another coincidence I was engaged that day in a reappraisal of the accuracy of Creevey as a chronicler of events and had reached an examination of his famous Waterloo memorandum. I suppose that the three men chiefly responsible for impressing the eternal romance of Waterloo on posterity were Byron, Thackeray and, in 1903, Creevey, when his papers first saw the light of day. The *Eve of Waterloo*, *Vanity Fair* and that Cantley memorandum still keep the thrill alive, and even in the last few months there have been keen and contradictory symposiums in the Press on the site in Brussels of the Duchess of Richmond's ball and on the precise wording of the Duke's words to Creevey on June 19: "I don't think it would have done if I had not been there." Waterloo deserves its deathless fame. It gave to storm-wracked Europe the longest peace it ever knew.

THE OLD STAGER

# THE T.A. ON PARADE

*The Queen Attends the Golden Jubilee Review in Hyde Park*



*On right—*

**THE ROYAL INSPECTION TO MARK THE FOUNDATION OF THE TERRITORIAL ARMY FIFTY YEARS AGO: The Queen, accompanied by the Duke of Edinburgh, drives along the ranks of some 8,000 Territorials from all parts of the United Kingdom during the review in London's Hyde Park.** Later, the Queen took the salute as the men marched past the Royal dais erected at Stanhope Gate. The rain which had been threatening throughout the afternoon fell heavily towards the close of the march-past, and those taking part, as well as the thousands of spectators, were soaked. Most of the men on parade were in blues, the uniforms being issued specially for the occasion by the War Office. Other members of the Royal Family accompanied the Queen and Mr. Christopher Soames, the Secretary of State for War; Field-Marshal Sir Gerald Templer, Chief of the Imperial General Staff, and Major-General W. R. Cox, Director, Territorial Army, were also present. On the day before the Royal review, services of thanksgiving were held in Westminster Abbey and Westminster Cathedral.

**MARCHING IN THE RAIN: The Guards band in the foreground continues to play despite the heavy rain, as the 2½-mile-long procession passes the spectators sheltering under umbrellas. The men took about thirty minutes to march past the Queen at the saluting-base.**

**THE ROYAL REVIEW:** The Queen and the Duke stand in a Land-Rover for the inspection. In the front is Major-General T. P. D. Scott, who was in command of the parade. Many of the men who took part were veterans of the first world war.

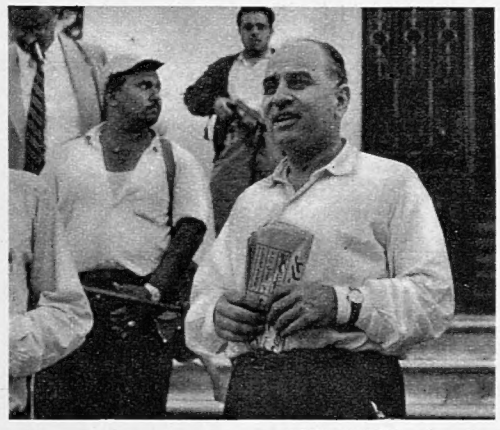
*On left—*

**AT THE SALUTING-BASE:** Standing on the right of the Queen is Mr. Soames, and on the left of the Duke is Sir Gerald Templer. On the left of the picture are the Queen Mother and the Duchesses of Gloucester and Kent. On the right are the Duke of Gloucester, Princess Alexandra and the Prime Minister, Mr. Harold Macmillan.

# DEADLOCK IN THE LEBANON

*Mr. Hammarskjöld Visits President Chamoun and Later Flies to Cairo*

During Mr. Hammarskjöld's first visit to the Lebanon, an uneasy silence fell over Beirut. The Government strengthened its attitude, ordering the arrests of Opposition journalists and banning four Opposition parties. It was thought they were heartened by the Anglo-American reinforcements to Cyprus and the Eastern Mediterranean. After the destruction of the house of the Prime Minister, Sami Solh, and the retaliation against the Opposition leader's home, there were further minor outbreaks of violence. The rebels remained entrenched behind their barricades and it seemed that the Army under General Chehab was not prepared to take any decisive offensive action. The arrival of the U.N. Secretary-General coincided with the stiffening of the U.N. observer group. Leading the observers, Lieut.-Colonel Maurice Brown repeatedly stated that the group did not constitute a police force. In Beirut it was hoped that Mr. Hammarskjöld might be able to secure a relaxation of tension on his return after his visit to Colonel Nasser and to the Israeli and Jordonian Governments and thus pave the way for the election of a compromise President in Lebanon.

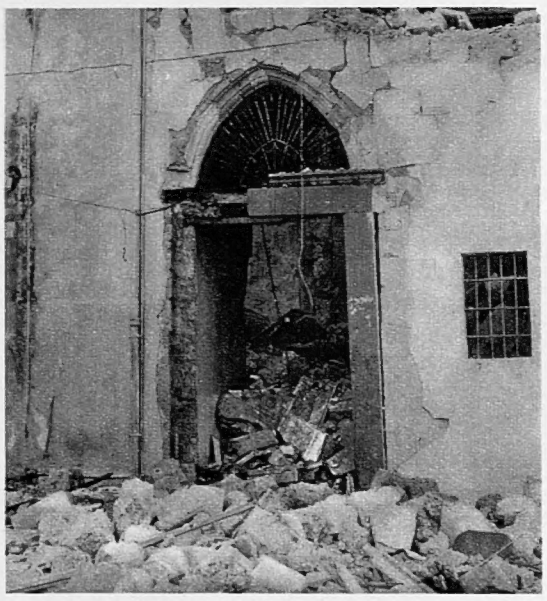


**SAEB SALAM:** Standing (centre) outside his headquarters in the old city part of Beirut is the Opposition leader. Shortly before, the building had been under fire from the forces led by General Chehab.

**THE HOUSE OF THE OPPOSITION LEADER:** Surrounded by barbed wire and barricades, the house of Saeb Salam has a sandbagged guard post on one of the lower roofs. A former Prime Minister, Saeb Salam was alleged to have ordered the destruction of the house of the Prime Minister, Sami Solh.

*On right—*

**THE PRIME MINISTER'S DAMAGED HOME:** This picture was taken shortly after the house had been bombed by Opposition forces. Sami Solh later said he would take legal action against Opposition leaders, including Saeb Salam.



*On left—*

**LYING IN RUINS:** Rubble blocks a doorway to the Lebanese Prime Minister's house. A retaliatory attack was made on the home of the Opposition leader, Saeb Salam. The Army refused to take any decisive military action against the rebels, who stayed firmly entrenched behind their barricades in the old part of Beirut.

**MR. HAMMARSKJOLD AT BEIRUT AIRPORT: Before flying to Jerusalem, after his first visit to the Lebanon, the Secretary-General of the United Nations (left) talks to three members of the U.N. Team of Observers. They are, from left, Mr. Rajeshwar Dayal, the Indian delegate; Mr. Galo Plaza, former President of Ecuador; and Major-General Odd Bull, of Norway.**

*On left—*

**A CHRISTIAN LEADER:** Hana Yazbeck (extreme left, holding a Sten gun) is surrounded by his followers at his home in the Mozietbeh sector of Beirut, which adjoins the Muslim quarter. Shortly beforehand, they had recaptured a women's prison which overlooks the Mozietbeh, or Christian, sector of the town. The Muslim rebels had been firing down into the area from the prison, from which earlier the Army had evacuated the women.

# CALLAS IN LONDON

*Studies of the Prima Donna in "La Traviata" at Covent Garden*

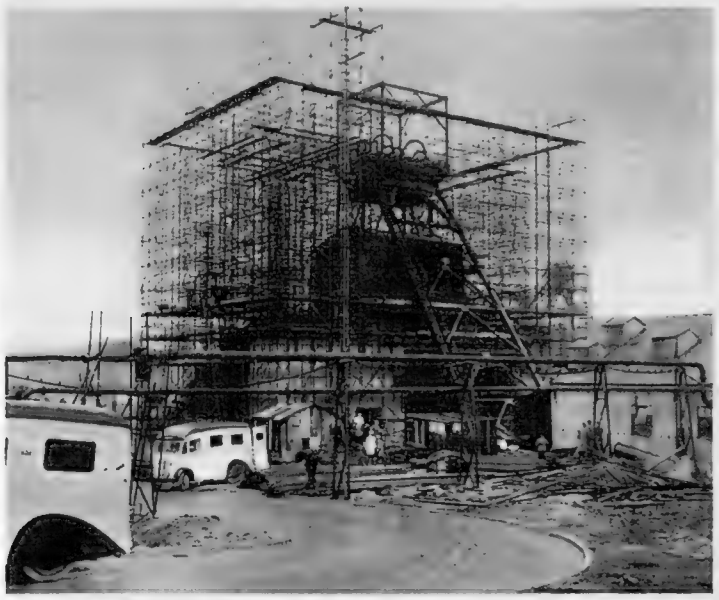
Maria Meneghini Callas sang the first of five performances of *La Traviata* at the Royal Opera House in London on Friday of last week. The last two performances are to-night (June 28) and on Monday next (June 30). Inevitably La Callas seems to cause controversy—partly, perhaps, because she is one of the most publicised singers of the day—and after the first night London critics were by no means united in their opinions on the quality of her voice. On the top notes some considered that she faltered and lacked the sweep which Verdi's score demands. In the middle and lower ranges, which are her recognised forte, she was far more assured. However, on her histrionic ability there was no division of view.

The opera is, of course, adapted from *La Dame aux Camélias*. The romanticisation of a courtesan's life, which appealed strongly to the mid-nineteenth century, can often appear ridiculous to present-day taste, in spite of the quality of the composer's music. But Madame Callas made Violetta a very real and tragic character. The studies by David Sim on this page provide some idea of her memorable dramatic interpretation of the part in all its diversity—as the gay young woman of doubtful reputation, as the intense and rejected lover, as the beauty finally succumbing to the ravages of the sickness which is slowly sapping her life. In the final scene, her gestures and movements give full measure to the pathos of her death. Although audiences at Covent Garden are undoubtedly regarding Madame Callas as the chief attraction, mention should also be made of some of the others in the cast who give her support, notably Cesare Valletti as Alfredo Germont and Mario Zanasi as Giorgio Germont. The conductor is Nicola Rescigno.

*Photographs by David Sim*

# THE NEWS IN PICTURES

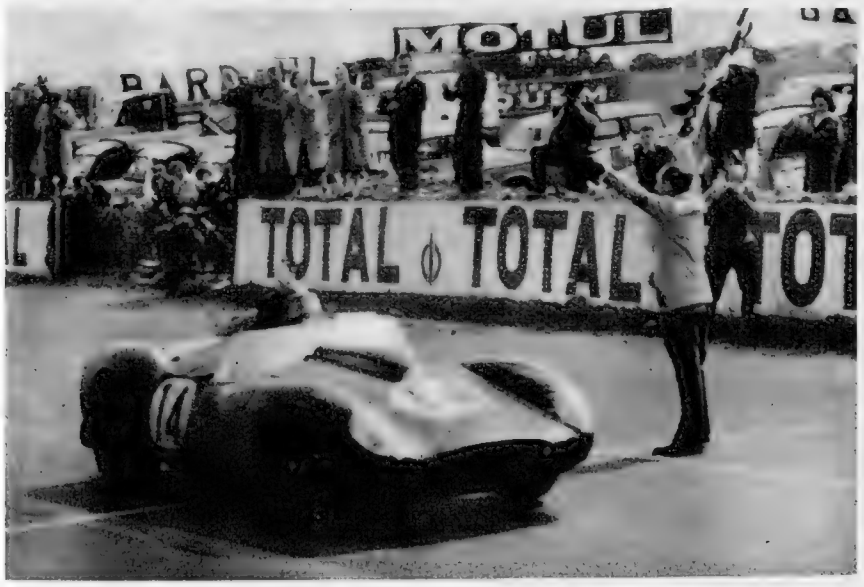
**A NEW BRIDGE COLLAPSES NEAR VANCOUVER, CAUSING CASUALTIES: An aerial view of the unfinished £5,000,000 bridge spanning the Burrard Inlet east of Vancouver, B.C., which collapsed while about fifty men were working on it. As two spans fell, the workmen were hurled into the water and eighteen lost their lives. About twenty-five were taken to hospital. Apparently the falsework supporting the unfinished sixth span of the bridge collapsed. The falling steel pulled a concrete pier forward, causing the end of the fifth span to drop.** The bridge, designed to carry six lanes of traffic, is a high-level structure being built to replace the low-level swing-bridge across the Second Narrows of Burrard Inlet. Its length, including approaches, is two miles. The collapsed part of the structure was 210 ft. above water at the highest point. With half an hour's more working time, it might not have fallen, for steel workers were about to weld a second anchor span in place. Four lives had already been lost during earlier accidents in the construction of the new bridge.



*On left—*

Thirteen were trapped and one man killed at Agecroft Colliery, Swinton, Manchester. None of the trapped men was a miner. They were engaged on the reconstruction of a shaft so that the colliery can be reopened. A tunnel was being driven from No. 3 shaft to join the shaft that was blocked, No. 5. It is thought that an accident occurred during the tunnelling operations, causing rocks, debris and airpipes to fall down No. 5 shaft. Agecroft Colliery was closed thirty years ago, but in 1954 the Coal Board started a scheme which will cost approximately £5,000,000 to bring the pit back into production.

**A PIT FALL TRAPS THIRTEEN MEN: *Left*—Ambulances taking the injured men to hospital leave Agecroft Colliery, Swinton, Manchester, where a fall trapped thirteen men and killed one, 1,900 ft. below the ground. *Right*—Assisting a rescued man.**




**A FERRARI WINS THE LE MANS ENDURANCE RACE BY 100 MILES: The winning Italian Ferrari, driven by O. Gendebien, of Belgium, flashes across the finishing line after covering the 2,548 miles at an average speed of 106.2 m.p.h. The 3-litre Ferrari, for which the co-driver was P. Hill, of the United States, finished more than 100 miles in front of its nearest rival, a 3-litre Aston-Martin driven by P. and G. Whitehead, of Berkshire.** The British hopes of another success—the last three races have been won by Jaguars—were diminished when both the Ecurie Ecosse Jaguars retired with engine trouble and the 2-litre Lotus, of Allison and Hill, went out with a blown gasket. There was one fatal accident during the race when a Jaguar driven by J. Brousselet skidded on the wet track.

**THE END OF THE SECOND TEST AND ANOTHER VICTORY FOR ENGLAND: Hayes, of New Zealand, stands half-way down the wicket and watches Richardson colliding with Lock, as the latter holds the catch off his own bowling.** Thus the New Zealand second innings closed for 74 and England had won the match by an innings and 148, becoming two up in the current series of Tests. The Tourists scored only 47 in their first innings in reply to England's 269. Lock was the most successful bowler, having an analysis of 9 for 29 for the two and a half days' play. The highest individual score was 65, made by Cowdrey for England.

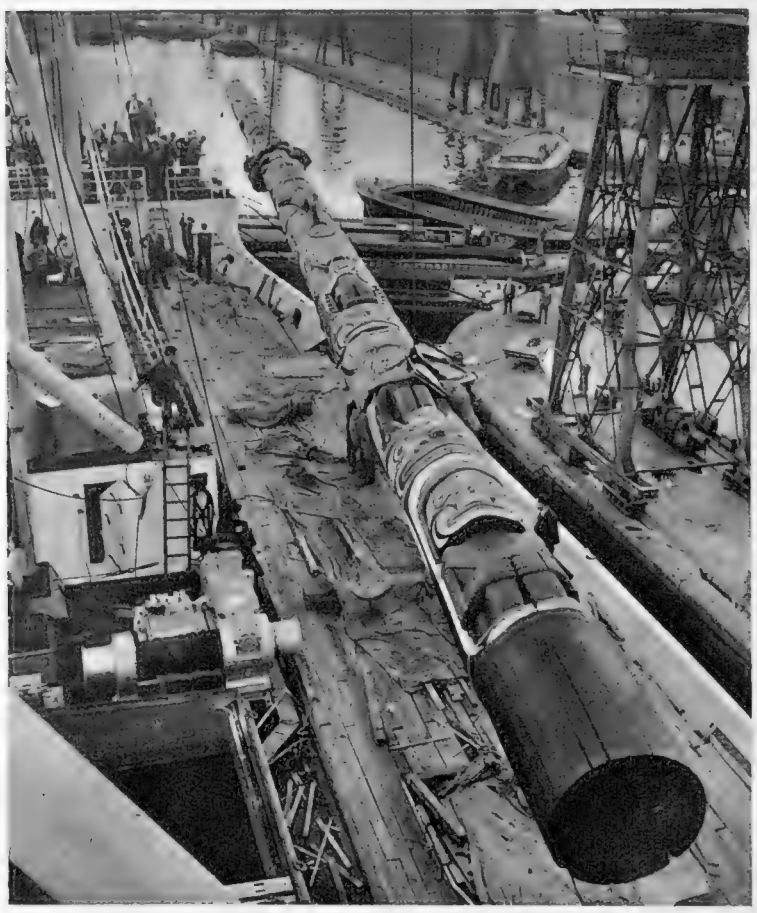
## THE NEWS IN PICTURES

**NORWAY'S KING RECEIVES THE BLESSING OF THE CHURCH: In Trondheim Cathedral, King Olav kneels before Bishop Fjellbu to receive the solemn blessing of the Church on his reign.** The service takes the place of the coronation, that ceremony having been abolished in 1908. King Olav, who will be fifty-five on July 2, succeeded his father, the late King Haakon, last September, and swore allegiance to the Constitution soon after his accession. At last Sunday's ceremony the King was accompanied by the Crown Prince Harald and other members of his family, as well as by the Prime Minister and members of the Government, military and civic leaders and members of the Diplomatic Corps. The King had arrived in Trondheim after a four-day drive from Oslo, and was to continue his journey by sea along the west and south coasts.

**CONFERENCE OF GREEK CYPRIOTS IN ATHENS: Archbishop Makarios (second from left) is seen with the Bishop of Kitium and six Greek-Cypriot mayors whom he had summoned to the Greek capital for a conference on the British proposals for Cyprus.** The mayors are (sitting), Dr. Dervis (left), Nicosia, and K. Partissidis, of Limassol. Standing, from left, I. Iacovidis (Paphos); Ch. Demetriades (Kyrenia); G. Christodoulidis (Larnaca) and A. Pougiouros (Famagusta). After their discussions the Archbishop announced his rejection of the British plan. This was also the reaction of the Greek Government, and of the Turkish Government in Ankara.

*On right—*

**THE END OF THE BUS STRIKE: Mr. Frank Cousins (centre), General Secretary of the Transport and General Workers' Union, holds a Press Conference at Transport House in Westminster at the end of the strike on Friday, June 20.** Normal service was resumed on the following day after the buses had been off the roads for nearly seven weeks. Busmen returned to work after a formula had been agreed by which Central London drivers and conductors received an 8s. 6d. rise. Those excluded from this would get a rise as result of the new wage reviews.



**A TOTEM POLE FOR THE QUEEN: A gift from the people of British Columbia, the 100-ft.-long, ornately carved pole blocks the Staines–Winchester road, as it is manœuvred through the gates leading to Windsor Great Park.** *On left*—The totem pole, weighing nearly 13 tons and carved from a single 600-year-old cedar log, is unloaded in Finland Yard, at the Surrey Docks in London, from the *Pacific Unity*. The gift marks British Columbia's 100th anniversary. Being erected near Virginia Water at Windsor, the gigantic totem pole will be formally presented to the Queen in a ceremony on July 19.

## THE NEWS IN PICTURES

**THE END OF A DISTINGUISHED COLONIAL GOVERNORSHIP: At Dar-es-Salaam a native chief says good-bye to Sir Edward Twining, the retiring Governor of Tanganyika, in the ceremony which preceded his departure for Britain in the liner *Kenya*. Lady Twining is on the left.** Sir Edward was retiring after nine years as Governor—the longest term ever served in the territory. The very large crowd which gathered to bid him farewell—some had come from far inland—was a tribute to the great work done by Sir Edward for the welfare of the country.

**PROTEST AGAINST THE EXECUTION OF MR. NAGY: With green, white and red flags bearing black bands, Hungarian refugees gather before the start of the Wales versus Hungary football match in the World Cup in Stockholm. The purpose of the demonstration was to protest against the execution of Imre Nagy, the Hungarian Communist Prime Minister, who was deposed after the 1956 uprising had been repressed by the Russian Army.** Three men closely associated with him were also executed and others were given long terms of imprisonment. The first news of the sentences had been broadcast from Moscow on the day before the match. It caused a profound shock throughout the Free World. When the Soviet Army gained the upper hand in Budapest in November 1956, Mr. Nagy and his associates took refuge in the Yugoslav Embassy, which they left only under safe conduct assurances. Nevertheless, they were arrested and held *incommunicado* in spite of Yugoslav protests. Until last week nothing was known of their fate.

**DE GAULLE'S DELEGATE-GENERAL IN ALGERIA: General Salan sits with his wife in the garden of the headquarters of the Algiers Military District.** At the beginning of last week the General formally installed himself in the Government building in the town as Delegate-General, the post to which he had been appointed by General de Gaulle. On the same day General Salan announced he had made a number of new appointments in Algeria, some positions which had hitherto been held by civilians being taken by senior military officers.

*On left—*

**NEW JOBS FOR THE MEN OF ALGIERS: General Massu (right foreground), in his familiar paratroop uniform, is congratulated by an employee of the Prefecture as he takes over the post of Prefect of Algiers. Next to Massu is General Allard, appointed Inspector-General of the Algiers area. Beyond him is M. Barret, a civilian and former Prefect, who was named by General Salan as his Secretary-General.**

**THE ANGLO-JAPANESE ATOMIC PACT: Mr. Selwyn Lloyd points to the signature of Mr. Katsumi Ohno, the Japanese Ambassador, after they had both signed at the Foreign Office in London the agreement between Britain and Japan on co-operation in the peaceful uses of atomic energy.** The agreement enables Japan to purchase from the United Kingdom power and research reactors with nuclear fuel for their operation. Unclassified technical information will be exchanged and Britain will help in the construction of the plants and in the training of Japanese staff for them. The pact remains in force for two years.

**MR. ADLAI STEVENSON IN LONDON: The Democratic candidate in the last two American Presidential Elections is seen with his son Borden in his hotel.** Mr. Stevenson told a Press Conference that he had "no further political ambitions" and that he would not be nominated again as his Party's candidate. He had arrived in London for the start of a five-month tour of Europe, during which he will spend one month in Russia as representative of the Authors' League of America, and hope to negotiate royalties for American books published in the Soviet Union. Mr. Stevenson was last in Russia as a newspaper correspondent in 1926.

b

## THE NEWS IN PICTURES

**BLOWING UP A DANGEROUS ROCK ON THE DANUBE : The Schalleck Rock, on the river between Vienna and Linz, disappears in an explosion amid columns of water and flying chips of stone.** After more than six tons of explosive had been used to destroy the rock, which was a danger to navigation, a ball of smoke, like the mushroom-shaped cloud of an atomic bomb, appeared in the air. Small buildings on the edge of the Danube were damaged in the explosion which proved greater than was expected. The rock was blown up in connection with work on the Ybbs-Persenbeug power station.

**AFTER THE EXPLOSION : Parts of the Schalleck Rock block the nearby railway line. Telegraph lines were brought down as a result of the shock waves from the explosion. The rock originally projected into the river and had proved a menace to shipping.**

*On right—*

**AT THE CHEMICAL AND PETROLEUM ENGINEERING EXHIBITION : Sir David Eccles, President of the Board of Trade (centre), inspects an oil drill after he had opened the exhibition at Olympia in London.** Many different types of equipment for the refining of crude oil and the manufacture of chemicals are on show at the exhibition, which closes to-day (June 28), and which occupies nearly 200,000 sq. ft. of floor space in the Grand and National Halls. Visitors from all over the world have been able to study the advances made by the British engineering industry in producing oilfield equipment.

**A TORNADO REDUCES AN AMERICAN CHURCH TO A HEAP OF RUBBLE : Debris lies strewn across the floor of Bethany Lutheran Brethren Church at Colfax, Wisconsin, after a fierce tornado swept through the mid-West area of the United States, leaving in its wake a trail of heavy damage, primarily to buildings. Parts of the church's superstructure and furnishings were blown along streets for nearly a mile. Only the church's basement, which is used for Sunday School classes, remained intact, although many of the furnishings were battered to an extent beyond repair.**

**CELEBRATIONS IN MUNICH ON THE OCCASION OF THE FAMOUS CITY'S 800TH ANNIVERSARY: *Left*—The Rt. Hon. I. A. Johnson-Gilbert, Lord Provost of Edinburgh (wearing an ermine robe), walks in procession with Herr Thomas Wimmer, the Mayor of Munich, and the city fathers *en route* to the Congress Hall in the Deutsche Museum for a luncheon, one of the highlights of the celebrations held on the occasion of the city's 800th anniversary. *Right*—Crowds have assembled in the square in front of Munich Town Hall for Pontifical Mass which started the celebrations. In the background are the twin towers of the Frauen Church, a famous landmark of the Bavarian capital. Munich owes its position as one of the leading industrial, cultural and educational centres in Germany, and particularly as an art centre, to its university, its art collections and its theatres. Although historic buildings suffered heavily in air-raids during the war, the heart of the city was not completely annihilated.**

*World Affairs*

# THE IMPORTANCY OF CYPRUS

By JOHN CONNELL

THE history of Cyprus, from antiquity onwards, has been—as Othello was not the first and not the last to discover—extremely tempestuous. Politically speaking, Aphrodite's island over the centuries has been anything but the abode of love. It has been in British occupation just eighty years, the last four or five of them singularly infelicitous. Like its Asiatic mainland neighbour, Palestine, Cyprus offers a classic example of the total and tragic mishandling of an imperial responsibility.

When the full history of the decline and fall of the British Empire comes to be written by some latter-day Gibbon, there will be available for his careful, ironic scrutiny these two terrible set-pieces; however restrained his comments, however forbearing his historian's conscience, he will have some difficulty, I suspect, in repressing his surprise that those who held the rule in Britain in these years, having experienced in Palestine from 1945 to 1948 the depths of humiliation and squalor in retreat, went on, a decade later, to eat in Cyprus the same bitter dish, miserable morsel by morsel, as if they had learned nothing at all.

The British occupation of Cyprus was the fulfilment of one of Disraeli's bolder daydreams. When he was twenty-six years old Disraeli spent a day in Cyprus, and love of it suffused his imagination for ever afterwards. Forty-eight years later the Earl of Beaconsfield came home from the Congress of Berlin to a rapturous popular welcome.

An old man in a shabby travelling ulster (so an eye-witness, Sir Ronald Storrs' mother, described him), he stood at the window of No. 10, Downing Street, stretched forth his arms and cried to the crowd in the street below: " I bring you peace—peace with honour." There is a deep irony in history's pattern. Neville Chamberlain, another tired old man with shining eyes, stood at that self-same window on an autumn evening in 1938 and cried to the crowd that he had brought " Peace in our time."

Beneath the accomplishment of Disraeli's tenacious fantasy there lay a strong strategic and imperial purpose, to which successive British Governments, however benevolent, pacific and anti-colonialist their sentiments, have for basic reasons of national security found themselves compelled to cling. In 1878 the Russians stood at the gates of Constantinople; Britain got control of Cyprus as the price for the peace which Turkey desperately needed. Until 1914 Cyprus, like Egypt, was nominally Turkish territory under temporary British occupation.

This strange and complicated political device, which greatly appealed to statesmen in the latter part of the nineteenth century, left behind it a mischievous legacy of mingled gall and deceit. It has given to our enemies propaganda opportunities beyond count; and it has made us look cunning, dishonourable and—in the end—more than a little ridiculous. When our moral as well as our physical overlordship of this part of the world was at its height, the diplomatic fiction could be maintained without undue strain; now, when any hint of moral superiority is greeted with gales of shrill, nationalist laughter, and our physical strength is dissipated, its memory is a perpetual embarrassment.

Cyprus was formally annexed during World War I, and some ten or twelve years later was proclaimed a Crown Colony—before, of course, those two simple words had fallen into the gross disrepute which is theirs nowadays. It cannot be claimed that, during the larger part of the period that we have ruled Cyprus, we have exercised our authority with much wisdom, consistency or generosity. For many years, under the complex financial provisions of the Convention which ceded Cyprus to Britain, a sizeable portion of the island's revenues was taken each year—it was known as the Turkish Tribute—in order to recoup the Sultan for the loss which it was calculated he had suffered. In fact, none of this money ever went to the Turkish Government—any Turkish Government—but was paid to the bondholders of the Ottoman Loan of 1855, guaranteed by Britain and France. As a first charge on the island's budget—before roads, schools and medical services—it was not unnaturally resented; and the fact that it was, in truth, made up year by year by the British taxpayer (and essential services similarly maintained, of course) was not appreciated by nationalist sentiment in the island.

For there was nationalist sentiment from the outset. It is said that when the first British High Commissioner, Sir Garnet Wolseley, landed at Larnaca in 1878, he was met by a deputation headed by the then Archbishop (like all his predecessors and successors, this prelate held a post of special importance and splendour in the hierarchy of the Greek Orthodox Church), who uttered these warning words: " We accept the change of Government, inasmuch as we trust that Great Britain will help Cyprus, as it did the Ionian Islands, to be united with Mother Greece, with which it is nationally connected."

Gladstone, who was responsible for the cession of the Ionian Islands, and was a robust philhellene and sternly anti-imperialist, not unnaturally took much the same view as the Archbishop and in 1897 proclaimed the satisfaction which he would feel " were it granted me before the close of my long life to see the population of that Hellenic island placed by a friendly arrangement in organic union with their brethren of the kingdom of Greece." Just ten years afterwards there was a promising and energetic Under-Secretary of State for the Colonies in a Liberal Administration—his name was Winston Churchill—who said to the Greek members of the island's Legislative Council, " I think it is only natural that the Cypriot people, who are of Greek descent, should regard their incorporation with what may be called their mother country as an ideal to be earnestly, devoutly and fervently cherished. Such a feeling is an example of the patriotic devotion which is nobly characteristic of the Greek nation."

It was unfortunate that neither of these two great statesmen recollected that not all the island's population was of Greek descent, and that there was a substantial Turkish minority. The prospect of self-determination, and even of a respectable degree of self-government for the people of Cyprus (who can hardly be regarded as politically backward compared with, say, the majority of the people over whom Dr. Nkrumah rules), has again and again been bedevilled by this harsh, inescapable fact. Sentimentalists, of all shades of feeling, have sought to slur it over; but it, and our own folly and shortsightedness, have brought us all to the present grim pass in Cyprus.

One of the more agreeable sources of optimism in recent years, for those of us who observe and comment on the international scene in all its sombre complexity, used to be the improved relations between Greece and Turkey, after a century of savage strife. Since 1955 that has been snatched from us; and the responsibility for this melancholy development lies squarely on the shoulders of the British, with our stubborn mishandling of the Cyprus issue. To get these two peoples, both of them our allies with whom we had built up relationships of friendship and trust, into bitter and inflamed hostility with each other and with ourselves is a catastrophically clumsy achievement.

Like Israel, post-Kemalist Turkey was a focus of stability in the whole region of the Eastern Mediterranean, all the more valuable by contrast with the ferment in the Arab world around it. Anglo-Hellenic friendship possessed a vital quality rare in international relations ; most of us who believe we know something of these matters are as naturally, deeply and spontaneously philhellene as we are Francophile. I myself can no more feel angry with the Greeks than I can with the French, however politically awkward they may become. I have experienced more sheer joy—a mixture of contentment and exhilaration and a sense of the spirit's homecoming—in Athens than in any other city in the world except Jerusalem. Charles Peake, whom overwork and woe over Cyprus drove to an untimely death, used lovingly to describe the Greeks as " my little friends."

They were our friends in adversity and in glory. Their dead and our dead lie together at Thermopylæ and in other historic places on the soil of Hellas. We and they together in December 1944, while the Americans shrugged their shoulders and looked the other way, while foolish demagogues here in London prattled about Churchill's attachment to monarchical reaction, fought off and defeated, in the streets and suburbs of Athens itself, the first major Communist thrust into what was once civilised Europe. No temporary estrangement now can deprive us of these memories, and many, many more.

But we in our silliness—no, the Greeks have not been at all wise either, and the Turks, after a long period of restraint, have gone berserk—have done our utmost to sully and besmirch if not to destroy those shared memories. And why ? The answer is sickeningly simple. Having withdrawn and abdicated elsewhere, on a massive scale and at a precipitate pace, we chose to make our stand in Cyprus. Disraeli's strategic argument came fearsomely home to roost, trapped out in sinister and lunatic feathers.

We abandoned the Suez Canal Zone, because (as we told ourselves and told the world) in the age of the hydrogen bomb this military concentration afforded a far too perilous target and was quite untenable. We then moved our headquarters, our men, and as much of our installations and equipment as we could take before Nasser got his hands on the lot, to an island several hundred miles nearer the setting-off point for a hydrogen bomb attack. The politicians ardently desired to take this utterly foolish and disastrous step because they thought to appease the Arab world; and the Service chiefs found the most curious strategic arguments to support them.

From that fatal decision in 1954—ruefully do I recall the rude names I was called for opposing it—our present sequence of troubles has flowed. This is what happens when you seek to appease your enemies (it was extremely unfashionable to think of Nasser as our enemy in 1954, and earned the most reproving frowns in high places) at the expense of your friends. Once before in my lifetime we learned, or we thought we learned, the lesson of appeasement. It appears that we had to go back to school again, most painfully. A deal of Cypriot blood has been shed, and not a little British, to show us how and why we were wrong. It seems a pity; it was all so easily avoidable.

**AFTER A TOTAL CURFEW IN NICOSIA: Vehicles, bicycles and pedestrians move along a main street in the capital of Cyprus, watched by British soldiers at the alert—the best guarantee that order, having been restored, would be maintained. The picture was taken when the fierce communal riots had died down, just before Britain's proposals for the future of the island were announced.**

ARSON IN NICOSIA: Firemen work to quell the flames of a Greek-owned coffee shop which had been set on fire in the Turkish quarter near the municipal market in the capital of Cyprus in a night of fierce rioting. In the background are British troops and other members of the Security Forces.

ON PATROL TO KEEP ORDER: A file of British soldiers marches along a stree in Nicosia. Included in their equipment are helmets, batons and wir shields for protection against stones and other missiles thrown by rioters

ROOF-TOP FIGHTING IN LEBANON: Two soldiers dash across the top of a school in Tripoli to take up firing positions behind the sandbagged balustrade in a battle against rebels. Beyond, from centre to left background, is the Old City. Tripoli, Beirut and Sidon were centres of heavy fighting in the recent flare-up of the crisis due to the Lebanese civil war.

# MIDDLE EAST TROUBLE SPOTS

*Strife in Cyprus and Lebanon; Tension in Greece and Turkey*

At the beginning of last week, after the outbreaks of communal riots and clashes, calm appeared to have returned, at any rate temporarily, to Cyprus. The presence of the British Parachute Brigade Group no doubt helped to contribute towards this, although before the paratroopers arrived, the British soldiers already on the island and the other units of the Security forces had carried out an extremely difficult task with their usual (though often unrecognised) ability. Because of their firm and tactful conduct during many ugly incidents the death roll had not been higher in the days and nights of havoc in which Turks and Greeks ran riot.

In London Mr. Macmillan told the Commons that he proposed to postpone for two days the announcement of the long-awaited plan for the future of Cyprus. He said he had been requested to do this by M. Spaak, the Secretary-General of NATO, who believed that "this short delay would be of advantage." The Government's acceptance of this NATO intervention was welcomed by the Opposition.

Further east in the Mediterranean the critical situation in Lebanon entered a new phase. There were reports from Beirut that the Lebanese Government might ask for British and American forces to guard the Lebanese borders if the measures taken by the United Nations to stop Syrian support being sent over the frontier to the rebels failed to be effective

DEMONSTRATIONS FOR CYPRUS IN ATHENS: Police clash with students in an anti- Turkish and anti-British march. *On left*—Although demonstrations had been banned, youths carry a banner proclaiming "Self-Determination or Death."

HANDING THE PARTITION OF CYPRUS: Some of a crowd estimated at 100,000 is seen outside the Kemal Ataturk mausoleum in Ankara. The slogans on the banners attacked Britain and Greece and demanded Partition of Cyprus as the only solution acceptable to Turkey.

TWO SIDES OF THE CYPRUS QUESTION: *Left*—In Athens a Greek burns a Turkish flag during the disorderly demonstrations. *Right*—An excited crowd in Ankara makes its way to one of the noisy rallies held throughout Turkey to protest against British policy in Cyprus. Feelings in both Greece and Turkey were so inflamed at the beginning of last week that in London Mr. Macmillan postponed for two days the announcement of the British Cyprus proposals. He told the Commons that he did this at the request of the NATO Council.

# RAILWAY OF THE FUTURE

*Operating an Elevated Railway near Cologne, in Germany*

It has long been realised that the monorail, a system of elevated transport in which a single rail is used to support the weight of a carriage or truck, offered the advantages of cheapness, concentration of weight, high speed and possibly low cost of upkeep. But because early attempts to introduce the system, mainly in countries abroad, did not prove to be a commercial success generally, it was never fostered.

It is only during recent years that the possibility of running a monorail as a successful commercial project has been seriously considered and to date Germany is most advanced in the planning of "railways of the future." The Alweg Monorail underwent its first trials at Fühlingen, near Cologne, in the middle of last year. It was built by German technicians and engineers under the direction of Dr. Axel Wenner-Gren, the Swedish industrialist. Work on its development has been in progress since 1951 and pictures of the scale model were reproduced in THE SPHERE in 1952.

At that time the model was described as having wheels set high inside the coach with flanges to grip the single rail. When travelling on bends it was designed to lean over at an angle approaching 45 degrees.

It was further stated that a full-size train of this kind, carrying 200 passengers, could reach 100 m.p.h. on suburban runs. During the most recent test runs the two-coach train has been running along the concrete-based rail for a distance of 1¼ miles. It has been reaching speeds of up to 50 miles an hour and, although it could have gone much faster, did not travel at its top speed in view of safety precautions. It has been announced that the company's tender to build a monorail track at Sao Paulo, in Brazil, in the near future, has been accepted and that the rails will cover a distance of 60 miles.

Japan, too, is well-advanced in monorail development. At Ueno Park, in Tokyo, the first two-carriage train is now in regular service. It differs considerably from its German counterpart in that it adopts the Langen system whereby the carriages are suspended from the overhead rail. Constructed by the Tokyo Metropolitan Traffic Bureau, the monorail runs for a distance of 1,100 ft., the track from which the cars are suspended having been erected between the zoo gardens of the Ueno Park. Although the carriages of Japan's monorail are suspended twice as high from the ground as the monorail in Germany, it travels only at about half the speed.

At home, the Government is now seriously considering a plan for a monorail link between Central London and London Airport. This results from the visit of Mr. Nugent, the Parliamentary Secretary to the Minister of Transport, to inspect the Alweg Monorail. He came away impressed by a unique system, the advantages of which are that it does not require land acquisition, since it can run over existing roads and railways, it is very rapid and the cost is low. The noise from a monorail train is no higher than that of a heavy lorry.

A plan has been submitted for a service from Victoria, which would run over the existing Southern Region line through Clapham Junction, Putney, Richmond and Twickenham to Feltham. Here, it would cut across the country until it reached the Airport perimeter. A feature of the British monorail would be that cars would be able to run on the road as well as the track and could be driven right up to waiting aircraft.

**A MONORAIL RUNS ITS COURSE:** Passers-by in a street in Fühlingen, near Cologne, in Germany, pause to watch the Alweg Monorail pass overhead and slow down on approaching a station. The monorail has been built by German technicians and engineers who have been working under the direction of Dr. Axel Wenner-Gren, the Swedish industrialist. Work on its development has been in progress since 1952.

**APPROACHING A STATION:** The view of the station which passengers in the front seats of the train obtain as it pulls up to allow travellers to alight. A safety-net has been erected as a precautionary measure over the gap between the platform and rail.

**AT THE CONTROLS:** In front of the guard's seat instruments are grouped conveniently together. The train is 66 ft. long and 10 ft. wide. Weighted metal clamps are carried by the coach to "bind" it to the monorail. All sections of the line, including supports, which can be either of concrete or steel, can be prefabricated.

**CRUISING ALONG ON THE CONCRETE-BASED SINGLE TRACK:** *Left*—The picture, taken from the interior of one of the coaches, gives an impression of the uninterrupted view of the countryside gained by passengers as the train speeds on its way. *Right*—The two-coach train travels along its track, which is 1¼ miles in length. The pylons which support the monorail are about 15 ft. high and the rail is about 3 ft. thick.

# ST. LAWRENCE SEAWAY

*Further Stages in the Construction of the Great Engineering Project*

The St. Lawrence Seaway, with its associated power projects, is said to be the largest engineering programme ever undertaken in North America. It is due to be formally inaugurated by the Queen in May of next year. Scarcely a week goes by without a report of some further advance in its spectacular progress.

For example, at the beginning of next month the huge power-house coffer-dam for the plant on Barnhart Island is to be demolished by dynamite. Water will inundate 40,000 acres of land and another stage will have been completed in this mighty scheme conceived by two great nations for two great purposes. Canada and the United States of America are jointly concerned in its achievement and sharing the costs, which will be four times the cost of the construction of the Panama Canal half a century ago.

The first intention of the Seaway is to open up the centre of North America to ocean-going vessels of considerable size. Hitherto the St. Lawrence River has been navigable for deep-draught ships for its first 1,000 miles, from its mouth in the Atlantic up to Quebec and on to Montreal. From there only smaller vessels have been able to proceed along the river into the Great Lakes to the westernmost inland port, Duluth, on Lake Superior, a distance rather more than double the mileage of the voyage from the estuary to Montreal.

The Seaway will make it possible for an ocean-going merchantman from a port in Europe to sail the whole way to Duluth. That is one of its main purposes. The other is to harness the river at certain points so that its waters can provide vast quantities of much-needed hydro-electric power.

The ambition became a possible practicability some four years ago when work was first put in hand. Since then progress reports have been issued periodically by the Canadian and United States joint authorities responsible for seeing the plans through to completion. The documents may be phrased often in technical language, but behind their precise words is a story of great achievement.

The engineers are altering the shape of the map and changing the surroundings of many of the people who live on the banks of the waterway, for long a fine example to the world of an unarmed frontier. From Montreal to the mouth of Lake Ontario, the St. Lawrence has hitherto followed a course which is at times diverted into several channels by islands and varies in depth owing to shallows and rapids. The planners have had to widen the navigable waters and make them deeper.

To do this, islands and promontories have been partially or completely inundated or been breached by cuttings. Toussaints Island, in the International Rapids Section, has been surrounded by a dyke, much of the soil within excavated to below river level and the dyke removed and the water allowed to inundate. The island is now only a fraction of its former area, the river is much wider and when dredgers have completed their work it will also be much deeper in this section. When plans have been completed, nearby Sparrow Hawk Point will no longer exist, having been "dug away" to allow the broadening of the river.

(*Continued on following page*)

"SHORTENING" AN ISLAND TO ALLOW OCEAN-GOING SHIPS TO SAIL INTO THE HEART OF NORTH AMERICA: *Above*—Looking downstream in the International Rapids section of the St. Lawrence, a rim dyke has been built round a large area of Toussaints Island (*foreground*) for the land to be excavated to below water-level. *Below*—The dam has been partly removed and the water has flowed in while a dredger works to make the channel deeper as well as wider. Centre background is Iroquois dam, another important feature of the St. Lawrence Seaway project.

THE CURVE OF THE SPILLWAY DAM AT LONG SAULT: Due for completion at the end of the year, it runs out from the United States bank to Barnhart Island. Some of the gates are hoisted by the travelling cranes running on rails round the top of the dam. St. Lawrence Seaway will be inaugurated by the Queen next May.

# ST. LAWRENCE SEAWAY

(*Continued from previous page*)

Further to the east, Long Sault Island is now divided into two parts, a great breach having been driven through it to permit the flow of the stream to the Long Sault Spillway dam. On the Canadian and the United States sides of the St. Lawrence the banks at various points have been considerably withdrawn.

These man-made floods have meant that sometimes communities have had to be removed. It is much to the credit of the inhabitants that they have accepted this inevitability. No doubt they have appreciated that it would be to their advantage. For by the new St. Lawrence new towns are being built. In Ontario four such towns are scheduled and two have already been named and are well towards completion—Iroquois and Morrisburg. These communities are being planned upon the latest and up-to-date lines, churches, schools and all other buildings being in the contemporary styles. To serve these places new motor highways are being constructed and in the centre of the river several of the islands which remain are being reserved as park areas.

*On left—*

A DAY'S WORK DONE: Vehicles and cars carrying workers stream along the access road from a United States section of the project at the end of a shift. At the end of last March the number of workers employed by the Canadian and United States authorities for the Seaway Scheme totalled altogether nearly 5,000. During the summer months the number is reported to have increased considerably.

**LANDMARKS ON THE MIGHTY ST. LAWRENCE SEAWAY AND POWER PROJECT: In right foreground the U.S. bank is joined to Barnhart Island (on right) by a bridge with, beyond, the curved Long Sault dam which will be one of the control structures for the power station on the island. On left Eisenhower Lock (foreground) and Long Sault canal are under construction.**

The human side is abundantly satisfying in this tremendous project. But it is complementary to the technical. And anyone interested in the possibilities of hydro-electric construction will find the various hydro-electric undertakings a most rewarding study. The æsthetically-pleasing dams, the power stations and their necessary ancillaries will ensure a plentiful and cheap supply of electricity to commercial and domestic consumers in large regions on both sides of the banks.

It is almost exactly thirty years ago since a newly-elected Governor of New York State told his audience in his inaugural speech, "In the brief time that I have been speaking to you, there has run to waste in their paths towards the sea enough power to have turned the wheels of a thousand factories, to have lit a million farmers' homes." Franklin D. Roosevelt was pre-eminently a man who looked ahead. Throughout his political career he was an enthusiast for St. Lawrence development. But it is doubtful whether even this visionary could have foreseen the gigantic proportions to which the idea suggested in that speech would grow in reality.

*On right—*

**OLD BRIDGE MAKES WAY FOR A NEW ONE: In South Cornwall Channel a section of the Roosevelt bridge is being floated to the shore for dismantling. This bridge, which was built sixty years ago to connect Cornwall and Cornwall Island, Ontario, and New York State, is to be removed entirely. Its place will be taken by a high-level suspension bridge on which, as can be seen in the background, work has started.**

# HUNTING IN THE SUMMER

*Following the Otterhounds is the Only Form of Hunting which Takes Place in the Summer; and it is an Ideal Way of Exploring the Little Streams of England*

By BRIAN VESEY-FITZGERALD

WHEN I was a small boy in Wales, the visit of the otterhounds was one of the great local occasions of the summer. It did not happen often—perhaps not more than twice in a summer, if that—because in those days the hunt covered an enormous territory in north and central Wales, and the season was not long enough for it to cover all the ground thoroughly. But when the hounds did come, everybody who could walk turned out. Even the two village shops, as I remember, shut. The school certainly did, for the simple reason that, on such a day, it attracted no pupils, and Miss Morgan, the headmistress, was not one to kick against the pricks.

A stranger might well have thought that otter-hunting was the ruling passion of the neighbourhood. In point of fact, I do not think that the vast majority of the population had any real interest at all in otter-hunting as such. But there was no cinema (there still is not) and no bus service, and the nearest town was fourteen miles away by a harsh road over the mountains and a good deal further than that by the pony-and-trap road. You had to make your own amusements : and the arrival of the otterhounds—fresh faces and bustle and noise—was a first-rate excuse for a holiday. And, anyway, for the children, there was no need to follow hounds very far, if you did not wish to do so : only so far as would remove you from supervision. The rest of the day was your own.

I was not so fortunate. There was no escaping supervision for me. I would be given sandwiches and a cold baked custard in a jar, and handed over to an uncle. My uncle (who also had sandwiches and a cold baked custard in a jar : I was convinced at that time that cold baked custard was the regulation "afters" for otter-hunters) took his supervisory duties seriously. He was determined to teach me all he could about otter-hunting, but also determined that I should be returned to the arms of my mother at the end of the day in one piece and at least fairly dry. "In one piece" included the custard jar. I did not like cold baked custard ; my uncle did : he thought it was good for man and boy. It would have been a simple enough matter to have thrown the jar into the river or dropped it behind a rock, but I had to take the jar home. I found it quite impossible to scrape the stuff out and discard it under the stern eye of my uncle. So I had to eat it. To this day I cannot abide the sight of custard, baked or otherwise.

I did learn quite a lot about hunting the otter. My uncle was a fanatical otter-hunter. He wore a dark green knickerbocker suit and carried a long pole. Every now and again he would wave this pole in the air and cry "Heu Gaze!" in a loud, shrill voice. This Elizabethan term is—or was, for I doubt if it is much used nowadays—the otter-hunter's equivalent of the fox-hunter's "Tally-ho!", and indicates to all and sundry that the quarry has been seen. My uncle had quite remarkable eyesight. Never once, as I recall, when his shrill cry brought echoes from the hillsides, did I, standing by his side, see an otter.

These childhood memories have been brought to mind because I have recently been out with otterhounds again (in another part of the country altogether), and did not see an otter. Shameful though this will no doubt seem to confirmed otter-hunters, I have only twice seen an otter during a hunt. But, then, I do not follow otterhounds regularly or even frequently.

Mind you, I have seen otters. I have never had any luck when I have gone out deliberately to look for them : and that has been often enough. The otters I have seen have been seen by chance—when I have been idly at the waterside looking at nothing in particular, when I have been going to watch some other animal, or when I have been going from one place to another without thought of watching anything. I have, thus, seen otters—not many, I admit—going about their business at ease and undisturbed.

Once or twice I have watched an otter hunting. Once I watched two playing in a field in Norfolk, though only for a moment or two, for they soon got my wind. Once I watched one playing with her two cubs on the bank of a stream in central Wales. She was twitching her tail, and the cubs were pouncing at it. She would twitch it and they would seize it. Sometimes she would twitch it away before they could seize it. That, I think, was just to teach them to be quicker next time. Sometimes she would leave it with them and allow them to worry it, taking it away, as I guessed, when they got too rough. It looked like a game, but I think it was a lesson. After all, the tail of an otter is not altogether unlike an eel, and it would be on eels in all probability that her young would live for the most part. Soon they got my wind, and all dived into the water and disappeared.

Two days later I saw them again. They were in the same place on the bank, and the cubs were fighting, quite silently, but quite fiercely to all appearances. The bitch was lying close by, watching. Suddenly there was a squeal from one of the cubs, the bitch got up and moved between them, and there was a good deal of squealing because she nipped them both with a fine impartiality. The cubs started to wrestle again, silently. This time they did not get my wind and I think I might have watched them for some while. But, suddenly, the bitch stiffened, listened for a moment, standing on her hind legs, and then made for the water, and the cubs followed. A moment or two later the shepherd appeared with his two dogs at heel. Ottters must have very acute hearing.

Seeing otters like this, seeing an otter in the water undisturbed (and that is one of the loveliest of sights), does not incline me to like otter-hunting. In fact, I do not like otter-hunting. This has nothing to do with cold baked custard. Not, mind you, that I have ever seen an otter killed by hounds : I have not. I think that, if I were put to it, I should find it difficult to say why I do not like otter-hunting.

There cannot be any doubt that otters do some damage. I doubt very much if they do nearly as much damage to fishing as fishermen like to suggest. I think that they take more eels than anything else (and that is of benefit to the fisherman), and I suspect that most of the fish they take, certainly most of the big fish, are elderly or ailing. But they do take fish, and they can do quite a lot of damage to poultry, and so on. As they are a great deal more common than the rare sight of them would suggest, I suppose that their numbers must be kept down so far as possible, and hunting is certainly a much less beastly way of doing so than trapping. An otter in a gin-trap (and I have seen that) is a sight one does not easily forget.

I think that I do not like otter-hunting because it creates a great deal of disturbance (much more than a couple of otters would do) for a very small return. In other words, it seems to me to be pretty inefficient. (Oh, dear, the enemies I am going to make!) I know that that is very contradictory, for if it were really efficient I do not suppose I should like it any more.

But there it is. The hounds of my childhood were large, round-headed, shaggy dogs, and memory tells me that they knew their job. The hounds I have recently seen were large, clumsy foxhounds, drafted from packs because they were no good for the job for which they were bred. I do not think that they would kill very often (I do not know that they do!) were it not for the active assistance of the field.

On this day, the field was small and not particularly active. I followed these hounds for nine miles along the stream. At a guess they gave tongue and got excited every couple of hundred yards or so—which is an awful lot of otters. In that distance we did not see an otter. It occurred to me at the time that a great many fish must have suffered heart attacks during our noisy progress.

Thinking it over, I have changed my mind. I like otter-hunting : the blank days, anyway. It is the only form of hunting which takes place in the summer. And there is surely no better way of exploring England and the little streams of England than following the otterhounds on a warm summer day ; surely no better sport for the middle-aged and elderly than this leisurely progress away from the beaten track. And, thinking it over, I believe that otter-hunting is good for otters. I do not think there would be many otters if the river-keepers had it all their own way.

**OUT WITH THE OTTERHOUNDS AWAY FROM THE BEATEN TRACK : While the hounds wait, Colonel M. H. S. Last, Secretary of the Buckinghamshire Otterhounds, prods an old tree with a stick. *On left*—The Crowhurst Otterhounds move down-river at Shoreham, in Kent. The true otterhound, which resembles a harrier in general appearance, is a powerful swimmer.**

LOOKING OVER THE BRITISH CHALLENGER FOR THE AMERICA'S CUP: Lieut.-Commander Graham Mann, R.N., who has been selected as the principal helmsman of *Sceptre*, stands next to the wheel in the navigator's cockpit, shortly after the Royal Yacht Squadron announced the names of the fourteen yachtsmen who will be going to the United States in August and from whom the final crew will be chosen. In the cockpit during the Cup series will be Mr. F. Murdoch, as assistant helmsman and tactician, and Lieut.-Commander J. Brooks, R.N., as navigator. Youth and strength appear to have been the deciding factors in picking the yachtsmen for the work of handling *Sceptre's* sails and winches frequently and speedily. Of the fourteen yachtsmen going to the United States, only seven will be finally selected to make up the remainder of *Sceptre's* crew of ten.

"SCEPTRE" AND ITS YACHTSMEN: In the left foreground is Leading Seaman T. Brooker; on the right, wearing dark glasses, is Lieut.-Commander Mann. In the centre, in the crew's cockpit, is Mr. J. Slorence. Standing behind him, from the left, are Mr. C. Jupe, Mr. K. Mussett, Mr. M. Tremlett and Mr. J. Mew. *On right*—Looking forward between the curved sides of the galley.

# ON BOARD "SCEPTRE"

*First Pictures of the Equipment in the British Challenger for the America's Cup*

*On left*—
COMPACT STORAGE SPACE: Mr. Keith Mussett inspects the spinnaker in the compartment where the sails are stored. It is through the small hatch in the middle that the spinnaker will be drawn out when it is required for use.

CONTRASTS IN THE WEATHER ON THE FIRST AND SECOND DAYS OF ROYAL ASCOT: *Above, left*—Umbrellas go up in the paddock on the first day, when rain persisted throughout most of the afternoon. Consequently, coats and raincoats were much in evidence. *Right*—The scene from the same position on the second day, when the sun shone and the ladies were able to discard their coats and display their summer dresses. Before the racing on the first day the Queen and other members of the Royal Family, as well as the Queen's guests at Windsor Castle, visited the course to see the horses at work.

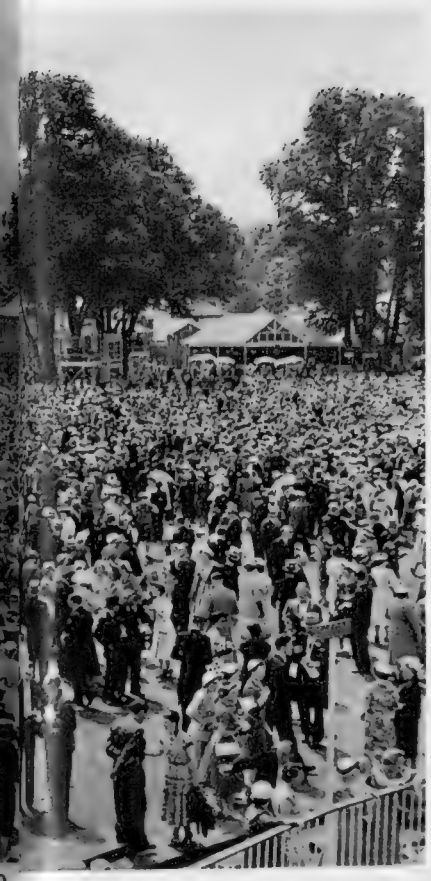
FLOWERS AND FEATHERS: The trimmings for the three hats seen at Ascot are, *left*, a bunch of roses with their leaves; *centre*, a Mediterranean-blue osprey feather; and *right*, a large hat in pink tulle trimmed with pink Canterbury Bells. Owing to the weather this year's Ascot also provided a colourful collection of umbrellas.

# VARIATIONS AT ASCOT

*Contrasts in the Weather and Fashions at the Races*

IN THE PADDOCK BEFORE THE RACE FOR THE GOLD VASE: The Queen and the Queen Mother are seen standing near the centre of the paddock during the parade. The winner of the race was the Irish colt Even Money, owned by an American, Mr. C. H. Palmer, and ridden by A. Breasley. The Queen went to the paddock, despite the rain, on two occasions.

ARRIVING FOR THE SECOND DAY'S RACING: The Begum Aga Khan smiles as she arrives for the racing on the day of the Royal Hunt Cup.



VISITOR FROM AUSTRALIA: With her outfit this visitor to Ascot, from Melbourne, wears a white mob-cap with red leaves.

A ROYAL TRADITION: The Queen and the Duke of Edinburgh, accompanied by the Duke of Gloucester (wearing black topper) and the Duke of Beaufort, ride in their open carriage during the first of the daily processions along the course to the Royal Box. Other members of the Royal Family and the Ascot week guests staying at Windsor Castle followed the Queen's carriage.

FASHIONS IN THE SUN ON THE SECOND DAY: *On the left* is Miss Henrietta Tiarks, wearing a sleeveless flowered dress; *centre*, an Italian sack dress in coffee-coloured linen, with a low bow at the back, is worn by Miss Leslie McCaskey, of New Zealand; and *right*, Mrs. Jack Lotinger, in her spotted silk sack dress. On the next day, Gold Cup day, the sky was overcast again. For many of the racegoers who did not travel to the course by car, special trains were run from Waterloo Station in London.

**FLYOVER AND DIVEUNDER: Outside Barking station, in Metropolitan Essex, the flyover, *on the left*, is being built as part of the vast modernisation scheme on the London (Fenchurch Street), Tilbury and Southend lines of the Eastern Region of British Railways. The diveunder will take Underground trains, to avoid crossing the London-Tilbury lines.**

# MODERNISATION AT BARKING

*Work Goes Ahead On One of the Most Complex Railway Engineering Projects Ever Carried Out*

The very complex railway engineering project which is in progress at Barking, is the key to the electrification of the London, Tilbury and Southend lines on the Eastern Region. Its main purpose is to eliminate all crossings on the level, by means of a main flyover west of the station. This will carry the St. Pancras-Tilbury lines over the Fenchurch Street main lines as well as over the tracks used by the Underground trains of London Transport. A second flyover, west of the station, and a diveunder, east of the station, will enable other lines to cross each other without causing any congestion. The flyovers will also eliminate crossing movements of freight trains with a corresponding improvement, as the modernisation scheme also provides for the expansion of Barking goods yard by transferring it to Ripple Lane, near a new marshalling yard. There will also be improved passenger facilities throughout the station itself; many other installations are to be modernised, and London Transport will have new stabling sidings east of the station. So far, during the work, the Region authorities have done their best to maintain normal train services with the exception of one necessary diversion.

**CONSTRUCTION WORK IN PROGRESS: On the left is part of one of the piers for the Tilbury flyover, and on the right is the western approach of the L.T.E. single-line flyover.**

**BRIDGING THE LINES: *Left*—The new Tanner Street footbridge replaces the old structure which was too low to accommodate the flyovers underneath. The new bridge is an all-welded, steel girder construction on pre-cast reinforced concrete piers. It has a maximum span of about 95 ft. *Right*—This is part of the Tilbury flyover showing the tunnel for District Line trains of the London Transport Executive. The extensive rearrangement in the Barking area involves considerable work and is not expected to be finished until the end of 1959. When it is complete the modernisation scheme will provide for more passenger trains to run with greater punctuality.**

# FLIGHT TRIALS

*De-Icing Tests; The Maiden Flight of a British Helicopter; Carrying a Ballistic Missile*

*On left—*
**DE-ICING TESTS: On the No. 3 engine of the Boeing 707 prototype airliner, is a "catcher's mask," looking rather like a venetian blind, to simulate icing conditions. Extending some 5 ft. in front of the engine intake are fourteen parallel bars equipped with 109 spray nozzles to shoot water directly at the engine.** At high-altitude temperatures ice is quickly formed on the cowling. After it has been allowed to reach the thickness of a quarter of an inch, the de-icing system is turned on—hot air from the engine is bled round the inside of the cowling. In less than half a minute the ice is melted away. The principal reason for this test was to speed up the programme as normal icing conditions were not always available. Checking the results of this phase of the U.S. Civil Aeronautics Administration certification were three cameras—one of them a television camera. The Boeing 707 airliner is due in commercial service later this year.

*On left—*
**A BRITISH "FLYING CRANE": In the air on its first flight is the Westland Westminster. This large new helicopter was airborne for 1 hour and 4 minutes on its maiden flight at the company's airfield at Yeovil, in Somerset. During the test the aircraft carried out all the normal helicopter manœuvres in hovering flight and at slow backward and forward speeds.** In its utility form, as seen in this photograph, the Westminster can be used as a "flying crane" carrying loads from a strong-point built into the fuselage. In this way missiles and other heavy military equipment could be transported suspended underneath the fuselage. Only eight months have elapsed since construction began on the helicopter—the biggest project in this field ever undertaken as a private venture by a British aircraft constructor—and the pre-flight ground trials took only twelve days to complete. Weighing nearly 14 tons, the Westminster has a five-bladed main rotor with a diameter of 72 ft., and a fuselage 70 ft. long. In the transport version it will seat forty-six passengers and will have a range of 400 miles and a cruising speed of 150 m.p.h. The power is provided by two rear-drive Eland gas turbines, developed by D. Napier and Son Ltd. A four-bladed tail anti-torque rotor is fitted. So large is the Westminster that a typical military load would be thirty-one stretcher cases or four jeeps in an external sling.

**TRANSPORTING A BALLISTIC MISSILE: A Thor Intermediate-range ballistic missile of the U.S.A.F. is eased into a Douglas Cargomaster. Besides this version—the C-133A, Douglas are producing a new version, the C-133B, which permits easier handling and transportation of large ballistic missiles.** *On right*—The Thor can be seen swallowed up inside the huge C-133A Cargomaster, after it has been pushed up the ramp through the rear opening of the fuselage. The main freight hold is 90 ft. long. Powered by four 6,000-e.h.p. Pratt and Whitney T34 turboprop engines, the aircraft has a range of 1,300 miles with a 100,000-lb payload. The main rear-loading doors are in two sections, the lower forming the loading ramp which can support a load of 25,000 lb. They are hydraulically operated.

# VANDALISM IN A MILAN GALLERY

*Raphael's Famous Painting "The Marriage of the Virgin" in the Brera Gallery is Successfully Restored After a Recent Wanton Attack*

**VANDALISM IN THE BRERA GALLERY, IN MILAN: Stuck with an ice-pick into the centre of Raphael's painting of "The Marriage of the Virgin" is a sheet of paper with the message "Long live the Italian revolution. Away with the clerical Government" scrawled upon it.**

Fortunately the damage caused to the Raphael painting *The Marriage of the Virgin* proved less serious than was at first feared. In a few days the picture, one of the most valuable in the Brera Gallery, in Milan, was re-hung, having been so well restored that experts said it was practically impossible to see where the restoration work had been carried out on the right arm of the Virgin and on the central portion of the painting. The work was carried out by Professor Pellicioli, the director of the Brera school of restoration.

It is reported that the man who did the damage, apparently for political reasons, was a Sicilian painter—Nunzio Guglielmi. After he had broken the heavy glass of the painting with a hammer wrapped in a newspaper, he struck at the painting several times with a chisel, causing the holes in the portion depicting the temple steps, and stuck a notice into the centre of the painting with an ice-pick. While he was being seized by the attendants he shouted "This is a Socialist protest that will pave the way for a great artistic revolution." He was detained in the psychiatric ward of a Milan hospital, while police awaited the outcome of the examination of his mental state before deciding whether he should be charged.

Fortunately the delicate parts of this picture—for instance the Virgin's face—were spared. It well exemplifies the technical mastery and the emotional content of the work of Raphael. Born at Urbino in 1483, Raphael went at the age of seventeen to work in the studio of Perugino, in Perugia, where the elder painter made a lasting impression on his work. Later he worked in Florence, where he was particularly impressed by—and made a thorough study of—the work of Michelangelo and Leonardo da Vinci. In 1508 he was entrusted by the Pope, Julius II, with the decoration of certain rooms in the Vatican, in Rome. Raphael's greatest architectural work was undertaken in 1514 when he was appointed by Pope Leo X to succeed Bramante as the architect of St. Peter's. He was never able to finish his great picture of the Transfiguration; he died in 1520 of a fever, caught, it is believed, when he was inspecting an ancient monument in the neighbourhood of Rome.

**THE DAMAGE CAUSED TO "THE MARRIAGE OF THE VIRGIN": In this detail of the picture three holes made by a chisel can be seen in the steps of the temple and damage caused by a hammer to the right arm of the Virgin.** According to reports, the act of vandalism was the work of a thirty-four-year-old painter from Sicily, Nunzio Guglielmi, when he was alone in Room 26 of the gallery. He broke the glass covering the painting with a hammer wrapped in a newspaper, stuck the scrawled notice on to the picture with an ice-pick and struck at the picture with a chisel several times.

**AFTER THE OUTRAGE: Raphael's famous painting hangs on the wall of the gallery in Milan with the message stuck in the centre. Although at first it was feared that it would not be possible to repair the painting completely, it was re-hung with practically no sign of where the restoration work had been carried out.**

# PETROLEUM CHEMICALS:

*The Most Rapidly Developing Section of the Most Rapidly Developing Industrial Sector in the Economy*

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IT is a paradox of economic statistics that in measuring the industrial growth of a country, the most difficult things to take account of are the industries likely to be growing fastest. In Britain to-day, the most rapidly developing section of the most rapidly developing industrial sector in the economy—petroleum chemicals—is hardly represented at all in that main official measure of economic progress, the index of industrial production.

For all industries in Britain, that official index is now just under 140, which indicates an increase of nearly 40 per cent. over total production in the " base year " of 1948. For the " chemical and allied trades " group, the figure is now nearly 190; since 1948, the output of the major products of these industries has, in fact, roughly doubled. There are no official figures published for the output of petroleum chemicals; unofficially, one might reckon that since 1948 their production has probably increased fifty-fold. In the 1948 pattern of industry upon which the official index is still measured, petroleum chemicals were insignificant; to-day, they are one of the main " growth points " of the chemical industry.

This is perhaps best reckoned in terms of the money being invested in their production. By the end of this year, Britain's total capital investment in petroleum chemical plant is expected to reach £90,000,000; since the end of 1955, it will have doubled. Between 1948 and 1955, petroleum chemicals accounted for about £45,000,000 of the £500,000,000-odd invested in the whole organic chemicals. But the great development of synthetic organic chemicals which began last century with the first synthetic dyestuffs and has continued triumphantly to materials such as nylon has been based primarily on one great further source of carbon—coal, and particularly the by-products such as tar produced unavoidably in the carbonisation of coal to make gas and coke.

It is natural that the vast development of oil production in the United States should have turned the American chemical industry towards the possibility of using petroleum as a source: it is an equally rich and more convenient source of carbon. The first development was in 1920, when a plant was put in to make alcohol out of propylene, one of the gases then wasted in oil refining. Throughout the '20's the possibility of synthesising more and more chemicals from the " fractions " of crude oil which could not be used in the industry's main fuel production was investigated. But the main surge of development came at the end of the '30's. The war economy demanded much larger supplies of certain organic chemicals than could be produced from the traditional sources in the United States; moreover, the development of natural gas as a general fuel meant that gas-making from coal, with the attendant by-production of source materials for chemicals, went into relative decline.

The rapidity of petroleum chemical development, in practice, has therefore resulted partly from the availability of the materials, as by-products of the fast-growing volume of oil refined here and in Western Europe; and partly because demand for organic chemicals has increased much faster than was expected and much faster than production from coal has been able to satisfy. Both technical developments have had their effects on price. The prices of materials based on petroleum which had to develop a market, have remained steady during the post-war inflation, while coal and its derivatives have gone up even more than prices in general. Petroleum chemicals have tended to eat into the market for chemicals made from " natural " vegetable products: they have merely supplemented supplies of those made from coal.

Technically, liquids and gases are more easy to deal with in modern chemical processing than solids, even if these are pulverised and moved around inside reaction vessels in semi-fluid form. These alternative sources of chemicals do not compete equally, in Britain's circumstances, across the whole organic field; for certain " aromatic " chemicals, benzole and tar derived from coal have major economic advantages, while other " aliphatic " chemicals are more conveniently made from petroleum. While petroleum " fractions " are available as by-products of the oil industry's main business in

**A NEW VENTURE : Esso's refinery at Fawley will begin to supply petroleum chemicals in August. The Petro-Chem Iso-flow furnace seen in this picture is used to heat the feed stock before it is turned into butadiume. *On right*—The air-cooled heat-exchanger to cool steam and hydro-carbon vapour has been designed and manufactured by Head Wrightson Processes Ltd. It is the largest installation of its kind in Britain.**

of Britain's chemical industry, just under a tenth. At present, this new and growing sector of chemicals must account for about a quarter of all the money being ploughed in.

The same phenomenal rate of growth, indeed, is to be seen all over Western Europe. France, West Germany, Italy and Holland have recently been investing in petroleum chemical projects at the rate of about £50,000,000 a year: by the end of this year, their total investment will be of the order of £180,000,000. And Europe is inevitably far behind the United States, where investment has increased tenfold over the past fifteen years, and now exceeds £1,250,000,000. In that country, where petroleum itself is produced in such vast quantities, it is indeed the main source of organic chemicals, accounting for about 80 per cent. of all organic chemicals produced.

Essentially, the label " organic " means chemicals containing carbon; and the way in which any chemical industry makes organic chemicals will depend upon the kind of carbon-bearing raw materials to which it has the readiest access. Traditionally, the label was used for substances derived from living organisms, such as natural textile fibres, fats and oils, sugar, and natural plastics such as rubber. By-products of the processing of these natural materials—molasses from sugar refining, acetone from wood, glycerine from soap-boiling—are, moreover, the source of a very wide variety of further

In Britain and in Europe generally, war similarly boosted demand for organic chemicals, for example those used in explosives and aviation fuels. The first significant petroleum chemicals plant in Britain, indeed, was one put in at Stanlow Refinery on the Manchester Ship Canal to produce " iso-octane," a blending material for aviation spirit. Development of synthetic detergent materials began in 1942, also at Stanlow, because of the wartime shortage of natural fats for soap and glycerine.

Post-war development of petroleum chemicals has followed naturally from the decision, in which strategy again played a large part, to develop petroleum refining in Britain and buy crude oil, rather than rely on buying refined petroleum products from refineries in the oil-producing countries. The opportunity of obtaining a new raw material for chemical development was, indeed, one of the major factors that counted in the Government decision.

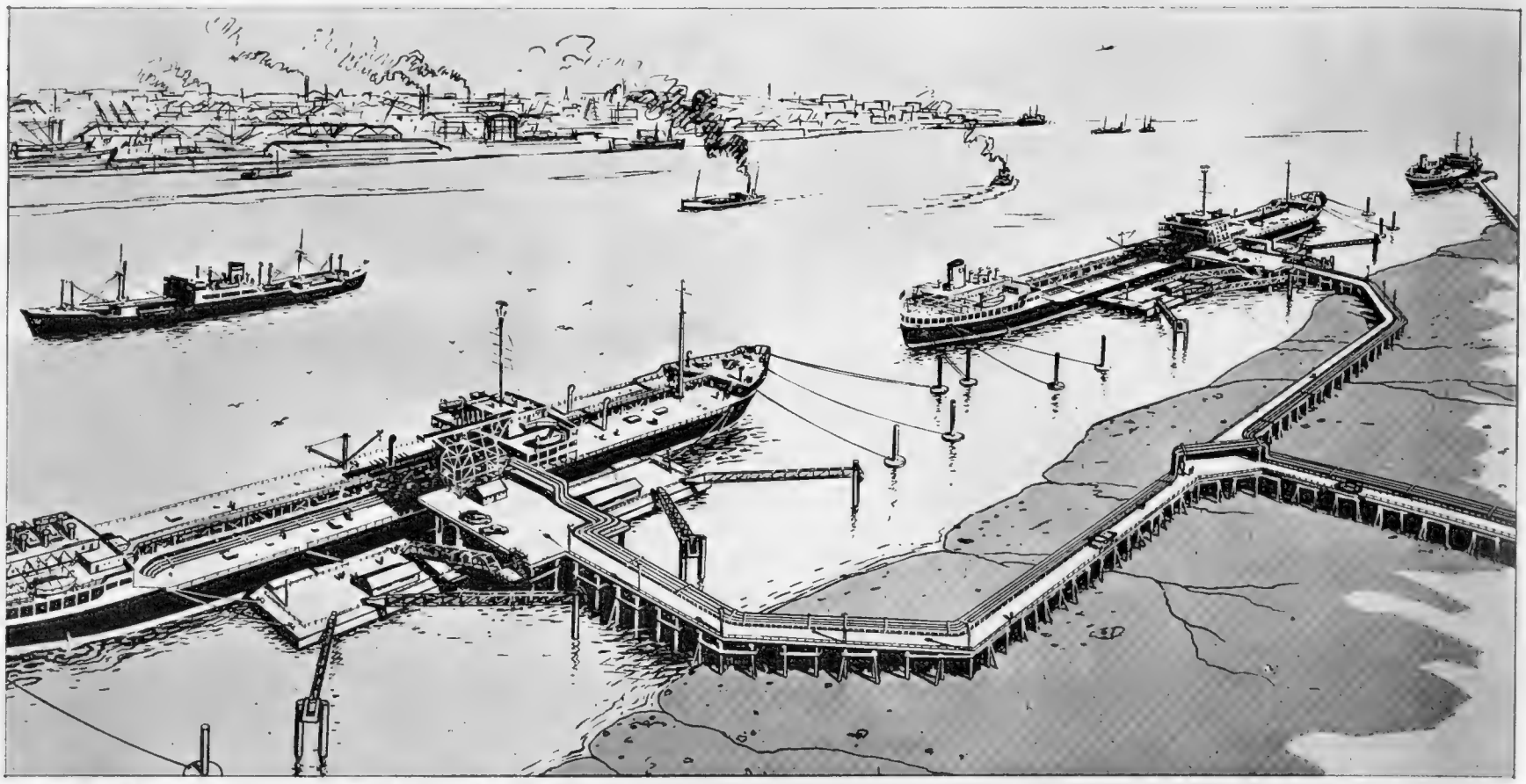
But Britain and Western Europe, it must be realised, are not generally as favourable locations for making one's organic chemicals from petroleum as, say, the United States. For countries short of coal, particularly those which have discovered large natural gas deposits such as Italy, petroleum is the natural and, indeed, the only base for organic chemical development. But in countries such as Germany and Britain, which to-day carbonise more coal into gas and coke than any others in the world, the " coal road to chemicals " is not easy to turn off.

making motor and general fuels, they will obviously be worth using up. The industry is now moving further, towards the situation where special plant makes these chemical fractions as its main product, with the resultant petrol and fuel oil as by-products.

All these organic chemicals are " intermediates " for further conversion into things which ordinary people would actually recognise and buy: plastics, synthetic detergents, synthetic textile fibres, insecticides, solvents for paint, synthetic rubbers for car tyres, and many other products. As well as the main oil companies and their chemical subsidiaries, all the main British chemical producers are now in the petroleum chemicals field, and indeed this is the side of their work that several are developing most rapidly.

At the end of the last war, for example, Imperial Chemical Industries' production of organic chemicals was based almost entirely upon coal and its derivatives. When the Wilton site on Tees-side was originally planned as a post-war centre of organic chemicals manufacture, it was expected to be based upon coal. In fact, its main feed-stocks now come from two plants for the catalytic cracking of petroleum. And I.C.I.'s newest projected venture—a vast new organic chemicals complex on Severn-side, near Avonmouth, in which the group intends to invest something of the order of £100,000,000 over the next fifteen years or so—will be deliberately a petroleum chemicals centre, bringing in its raw material direct from the Middle East in super-tankers.

**PROGRESS IN INDUSTRY AND ENGINEERING**—*A Weekly Survey of Achievement in Britain and Overseas*

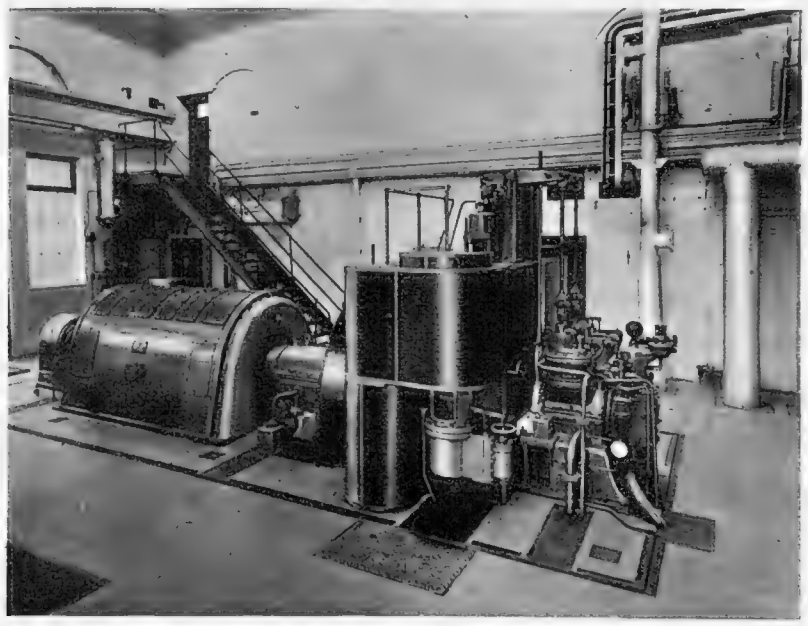


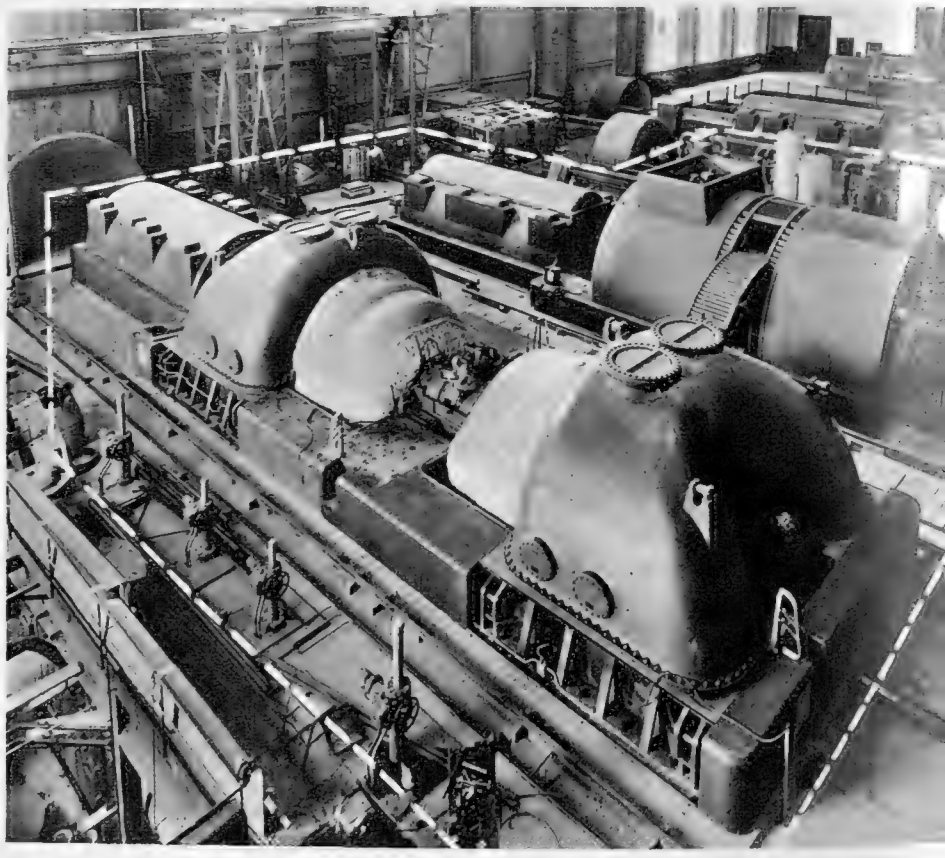
## MAJOR PROJECT FOR SUPERTANKERS

This is an artist's impression of a major project which The Mersey Docks and Harbour Board and the Shell Refining Co. Ltd., are developing for the handling of supertankers at Tranmere, on the Cheshire side of the Mersey, nine miles northwest of the Stanlow oil refinery. The scheme incorporates the construction of two large floating stages adjacent to Cammell Laird's shipbuilding yards. Each of these two stages will be capable of accommodating a fully-loaded supertanker of up to 65,000 deadweight tons. The stages will be 362 ft. long and 60 ft. wide and will have timber decks supported on steelwork. Special floating mooring dolphins are to be provided ahead and astern of each of the two stages to enable tankers of 700 ft. or more over all to be safely secured. When the oil is discharged from the tankers it will be pumped through pipelines into balance tanks on the adjacent reclaimed land and then passed to the Stanlow refinery, which is the largest of Shell's five manufacturing centres in this country. When it is in full operation the Tranmere scheme will be capable of handling up to 8,000,000 tons of crude oil each year. The main contractors for the approach jetty and stages are Peter Lind and Co. Ltd., and the subcontractors for the steelwork are the Cleveland Bridge and Engineering Co. Ltd.

## A LAUNCH FOR THE BRISTOL PILOTAGE AUTHORITY

Looking aft in the engine room of the *Nancy Raymond* the main engine can be seen on the right. It is a Rolls-Royce marine diesel, fitted with Mathway oil-operated reverse gear and a 2-to-1 reducing gear. The *Nancy Raymond*, built to order as a pilot launch designed and built for the Bristol Pilotage Authority, was launched at the Woolston Works of John I. Thornycroft and Co., and is now in service at Bristol. At a maximum rating at 1,800 r.p.m. of 230 b.h.p., the diesel gives the launch a top speed of 12 knots and at 10 knots a range of 550 nautical miles.





## TURBINE GENERATORS ON BOTH SIDES OF THE ATLANTIC

*On left—*

Now in operation at the Kynoch Works power station of Imperial Chemical Industries Ltd. (Metal Division) is this 6,448-kW. turbine-generator set. It was manufactured by Metropolitan-Vickers Electrical Co. Ltd., of Trafford Park, Manchester, and installed recently at the Kynoch Works power station. The turbine is of the back-pressure type. This system enables the exhaust steam to be used for further generation, heating and process work. Since the late 1920's more than forty of the firm's generating sets have been ordered by I.C.I. and associated companies.

*Above—*

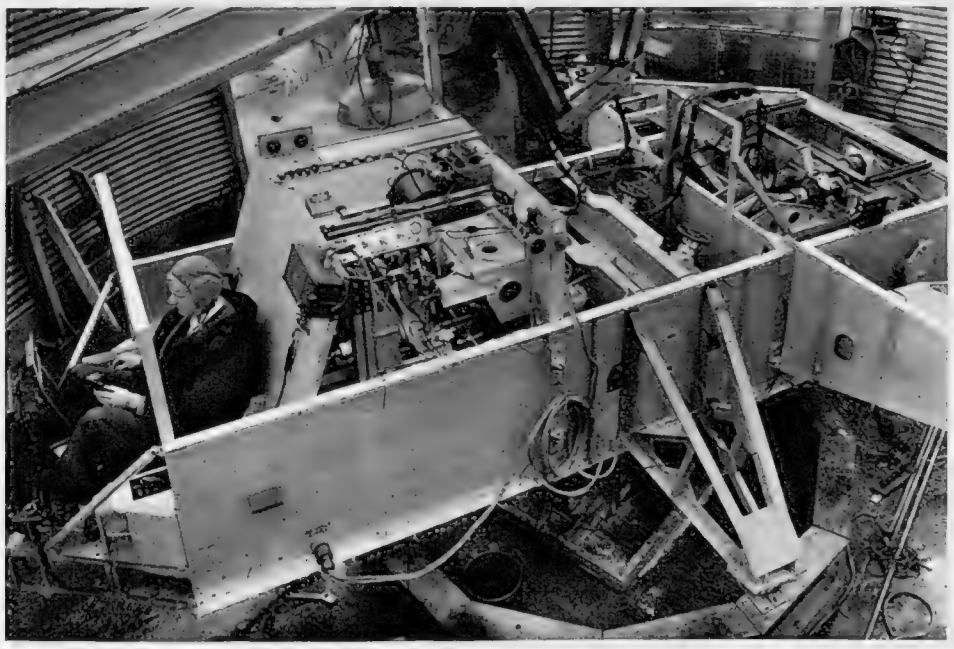
In the foreground is the new 305,000-kilowatt turbine generator unit at Commonwealth Edison Company's Waukegan station, the output of which feeds the company's transmission system serving Chicago and Northern Illinois. The unit is the largest in operation in America and was built by General Electric Company. A single boiler, sixteen storeys high, burning over 3,000 tons of coal a day, produces the steam to power the turbine generator. It is one of four 305,000-kilowatt size generators which Commonwealth Edison Co., has on order.

## INSTALLATIONS AT GATWICK

*On right—*

One of Transair's three Viscounts is seen in the Company's hangar at the newly-opened airport. The hangar forms part of the first building to be completed in the maintenance area at the airport, the rest of the building providing an operations base and an office for the company. It is particularly remarkable for its roof structure, especially the inter-connected 110-ft. triangular pre-cast, pre-stressed concrete space frames which span the width of the building. The frames have a lace-like lattice of slender ribs and nodes, and are an example of the strength and elegance which can be achieved in concrete to-day. The general contractor for the building and the pre-stressed concrete apron in front, was Sir Alfred McAlpine and Son Ltd.; and the design and erection of the structural frame were by The London Ferro-Concrete Co. Ltd., in association with A. J. and J. D. Harris, the latter also being the consulting engineers for the apron.

Marconi Type S232 50 cm. surveillance radar has been installed at the recently opened new Gatwick Airport. The picture, *above left*, taken inside the aerial head building, shows the transmitting and receiving equipment and aerial turning gear. The view *immediately above* is of the aerial head, consisting of the aerial proper mounted above the ground. In the background is the control tower, from where the equipment is remotely controlled. This installation will be primarily used for airfield surveillance and to assist in the approach and radar sequencing of aircraft into the control zone. A radar of the same type is already in use at London Airport. Since Marconi's introduced 50-cm. radars some three years ago, the equipment has met with considerable success. Besides the two London airports it has been supplied or ordered for seven other airfields in the U.K., including the R.A.F.'s at Farnborough, Bedford and Boscombe Down, and for airports abroad. Orders to date total over £1,000,000.



## A "SKELETON" AIRCRAFT AIDS VTOL DEVELOPMENT

A "skeleton" aircraft which will never leave the ground has been designed and built by Short Brothers and Harland, Limited, to provide an advanced type of simulator for use in the development of the SC.1 VTOL research aircraft. The simulator, which takes the form of a dynamic rig, will serve a dual purpose. Not only will it enable the Company's pilots to become familiar with the control characteristics of the aircraft, but it will also be used for the actual functional testing of the hydraulic, auto-stabiliser, elevator power control and air nozzle systems of the SC.1—thus eliminating the need for a separate test rig for each system.

Basically, the dynamic simulator rig consists of a skeleton framework, representing the SC.1's fuselage and mainplane, in which the appropriate components are mounted, and the entire structure is supported by a specially designed spherical air-bearing. This permits the rig to move freely on a "cushion" of compressed air, with virtually no friction. Hydraulic and electrical services, auto-stabiliser and transistor mechanisms, as well as all instrumentation necessary for pilot familiarisation, are duplicates of those used in the actual aircraft. Recording instruments for functional testing are installed in a separate room and connected to the rig by overhead cables.

Although no engines are mounted on the rig, ducting and air jet control systems are the same as in the SC.1, the necessary compressed air being supplied by either a modified Rolls-Royce Avon or Nene jet engine housed in an adjacent building. The air is ducted from the engine room, through a central hole in the spherical air bearing to a distributor head on the rig. To avoid adverse ground effects, however, the control nozzles in the wingtips, tail and nose—which, in the aircraft, provide lateral and longitudinal stability by their downward efflux—are inverted on the simulator to exhaust upwards; compensation being made by incorporating reversing links in the control circuits and correcting the auto-stabiliser accordingly. Aileron and elevator control surfaces are simulated by torsion bars and masses, representing respectively load and inertia. The rudder is not represented.

The programme being carried out on the dynamic rig will also include special "emergency" tests, in one of which the results of a failure in one of the aircraft's four vertical lift engines will be simulated. This will be achieved by moving a mass on the simulator to give an out-of-balance moment equal to the displacement of the vertical jet thrust centre, and at the same time shutting one of the ports in the air distributor head.

**NEW BROAD HIGHWAYS: Through the congested buildings of Istanbul stretch two new roads. Millet Street (left) connects up to the London Highway and at the end of Vatan Street (right) is a new stadium.**

In Istanbul the narrow streets and the vast amount of traffic to and from the docks have caused a serious traffic problem. All day long the roads are packed with cars and people in this extremely busy and populous port on the Bosporus. To solve these traffic jams, a large reconstruction scheme has been inaugurated. New, wide thoroughfares, many looking like European boulevards, cut through the congested buildings, linking the various parts of the city and the hinterland as well as giving easier access to the docks. At the same time, many new buildings have been constructed, which, although modern in design, have blended with the traditional style of this city of many mosques and tombs. Eminonu Square, for instance, has been extended and Yenicami (New Mosque), once surrounded by wooden barracks, is now accessible by means of new streets built in this area. A new stadium is being constructed at the end of Vatan Street which, when completed, will seat 100,000 people.

A fine example of the modernisation of Istanbul is the area of the Beyazit Square, round which is the Library, the University of Istanbul and the Beyazit and Sulleymaniye Mosques. These photographs taken from the air show not only the crowded houses in the densely-populated areas, but also how well the new buildings blend with the ancient beauty of this city steeped in history and legend. To-day cars, lorries and trams

*On left—*

**UNDER CONSTRUCTION: In the centre is Eminonu-Unkapani Street. Eminonu Square (centre left) is being extended. Below it is the New Mosque, and lower right the Galaga bridge.**

CHING THE CITY'S ANCIENT BEAUTY: The Beyazit Square is built in a modern style. The large, long building (upper left) is the University of Istanbul and behind it is the Sulleymaniye Mosque. In the centre is the Beyazit Tower and the domed building (right) is the Beyazit Mosque.

# TRAFFIC JAMS IN ISTANBUL

*New Highways Help to Solve this Problem in the Famous Port on the Bosporus*

down the streets where once Turkish merchants, their merchandise on donkeys, haggled endlessly. he old Oriental manners and colourful houses blend modern architecture; plane trees and hundreds of fountains, frequently richly carved, remain as evidence e leisure of the past. Sanitary conditions have been oved since the days of the Sultanate, when, owing to aintenance of old and primitive methods—for instance, se of the Roman water-conduit—they were far from factory. Nevertheless, even then Istanbul, or Conople as it was, could boast the greatest number puted centenarians of any city in the world.

ver 900,000 people live in the area on both sides of olden Horn, a small inlet of the Bosporus. On the sula formed by it and the Sea of Marmora is old boul. Here are remnants of Byzantium—the Hagia ia Cathedral, since 1453 the main mosque; the dan, the ancient hippodrome with the obelisk of dosius (A.D. 390) and the column of Constantine; and ld walls of the city dating from the fourth century.

ght—

NG THE CITY'S TRAFFIC JAMS: The wide street now being built runs parallel to Necatibey Street, which is congested throughout the day. On the extreme left is the Ilicalipasa Mosque. Lower centre is the Tophane Building.

*The World of Books*

# STILL FRESH AND APT

*A Further Collection of Essays by Virginia Woolf; Nina Epton in Morocco; War in the Malayan Jungle; Good Taste for Women; A Highly Recommended Novel and Other New Fiction*

TO add to the three volumes of essays which have appeared since her death and which were thought at one time to include all the available material, there is now a fourth selection of Virginia Woolf's writing, consisting of articles, reviews and other essays which either appeared unsigned or were published in periodicals here and abroad with no copy surviving among the writer's papers. This, naturally, made the task of seeking them out extremely difficult, but it has been diligently and devotedly performed by Miss B. L. Kirkpatrick, her biographer, and by Dr. Mary Lyon, who is writing a book on *Virginia Woolf as Critic*.

The present volume, GRANITE AND RAINBOW (Hogarth Press. 18s.), is uneven in quality as one would expect from the nature of its composition, but there are some marvellously high points of achievement in it and notably the long piece, "Phases of Fiction," which was written nearly thirty years ago and which has retained all its force, its freshness and its aptness to this day. The novelists who were Virginia Woolf's favourites, or among them, and the poets in whose work she found joy, are treated rather as illuminations than as points of reference. Sterne, Defoe, Meredith and Proust are in their number, Horace Walpole is a particular choice, and Jane Austen has her own inviolate place.

The indefatigable woman traveller has been omnipresent among Anglo-Saxons ever since travellers' tales and their like began to be written. Inescapably, they have left their mark particularly upon North Africa, Arabia and what has become known as the Middle East. With their skirts and umbrellas they get into places where Christians hitherto have not been tolerated. Very soon they appear to be on easy terms with swarthy gentlemen who would be forbidden to look upon the face of any woman of their own race except she be a member of their harems.

Miss Nina Epton is a worthy representative of the genus. SAINTS AND SORCERERS (Cassell. 21s.) is a record of her travels in Morocco. She probes and ferrets around the length and breadth of Morocco, finding out things about witchcraft and sorcery in places where it must have been difficult for her to be. She has a lively, descriptive style and her photographs are as good as these sort of photographs should be.

THE DOOR MARKED MALAYA (Hart-Davis. 18s.) is another record of travelling in far places but with the basic and, indeed, violent difference that it is a story of war: a young man's experiences as a junior officer in the Somerset Light Infantry, fresh from reading history at Oxford and engaged in 1954 and 1955 in fighting terrorists in Malaya. Mr. Oliver Crawford's experiences during the training period, the fighting, the jungle, the hospital or on leave, must be quite typical of what a National Service man may expect. Mr. Crawford with this, I imagine his first book, has proved himself to be a writer with some faults and some self-consciousness but with the root of the matter in him. His volume brings the Malayan campaign before us vividly and sometimes painfully.

Mr. Jack Lindsay, the novelist, is also the son of the famous Australian artist and writer, Norman Lindsay. His story of his own boyhood is partly a portrait of the Queensland of the first two decades of this century, partly a sketch of his erratic, seldom-seen father and the family friend, Will Dyson, and partly the history of a child growing up to manhood in fairly tough circumstances. LIFE RARELY TELLS (Bodley Head. 21s.) ends in 1921 when the author also reached his majority, and it has some of the harshness and the tang of life as it was lived in Brisbane and the country near it in those days. Even as a boy, Mr. Lindsay had begun to appreciate poetry, to read and love the classics, to work towards his career as a writer, As an autobiography this is candid, full and outspoken, but it is as a picture of a tough, still-young country that it will also be remembered.

Always supposing that THE INTELLIGENT WOMAN'S GUIDE TO GOOD TASTE (MacGibbon and Kee. 25s.) is not a contradiction in terms, it is quite an amusing volume, edited by Lady Chitty, with sections on Fashion, Beauty, Manners and Diversions by experts in these subjects and with some amusing drawings (the best are by Mr. Peter Kneebone) to distract one from the physical heaviness of the book itself. Mrs. Ernestine Carter sparkles away on the matter of accessories. Miss Joyce Grenfell explores the problem of What to Say and Miss Ann Temple of What to Do. Mrs. Madge Garland advises on travel and Miss Marjorie Beckett on helpful clothes for the Older Woman. (Older than who? one sometimes wonders.) Nearly all of this is good fun to read and I expect that much of it is both practical and serious.

Contrary to unpopular opinion, there is nothing a book reviewer enjoys as much as being wholeheartedly able to recommend a book. This week I have that pleasure. THE VISITORS (Collins. 18s.) has nearly 600 pages, but as far as I was concerned it might have gone on for a hundred or two more, so absorbing is its extremely topical story, so devilishly acute its character drawing, so evocative its descriptions of the "Slavonian" setting

**PIOUS MEMORIES: In Wotton Churchyard, Surrey, local boys line up to await their turn for examination by the Vicar, Mr. A. C. Nickol, in the hope of obtaining donations from the "pious charity" founded by the will of William Glanville, the nephew of John Evelyn, the diarist. Mr. Nickol is standing by Glanville's ornate tombstone examining a candidate in the required subjects for the award—the Lord's Prayer, the Apostles' Creed and the Ten Commandments.**

which, perhaps unaccountably, reminded one of Poland. Miss Mary McMinnies really had no need to stress the Flaubert inspiration in her book: she does quite well on her own.

This is a story about an extremely attractive young woman with two nice children and a quite exceptionally nice husband. He is a diplomat and as the action begins they are all moving into a small city, rather like Cracow, where he has been appointed to the senior post and w she will find out, rather too readily, about tradin the black market and about the half-venal, wholly political misuse of the diplomatic bag. The pretty is drawn with all the clarity and insight of a psychiat and about the rest of the cast of characters I can say that they touch reality at all points of the comp

AN END AND A BEGINNING (Macdonald. is Mr. James Hanley's new novel. That is a stater which conveys to the considerable body of his rea that there is a new, deeply-felt and compassionate s of a man's life to be read, inspired by this writer's hi individual feeling for his fellow-men. The setting is familiar one of the other four novels about the H family. There is an expected bleakness yet a warmt human relationships, concentrated here on the emerging from a fifteen-year prison sentence for ki the moneylender who is persecuting his mother, to the world changed in obvious, economic terms but in the fundamental ones. Moving, and powerful.

There are those among us who think that the sys of buying on what is imaginatively known as the "ne never" is quite a bad thing; bad, that is, for the secu and future content of the people who adopt such a sche Mr. John McPartland is an American writer who se from the side of his own people and who has, in extremely readable novel, related it to a whole poin view. NO DOWN PAYMENT (Macdonald. 15s.) is worth reading, if only to have a new window on the wo The background here is a suburb of San Francisco which TV sets, refrigerators, dish-washers, fantastic (to kitchen devices and cars with extravagantly grin radiators are parts of the ordinary world. Cash—o immediate accounting—doesn't concern the owners of t odd treasures and perhaps the same delaying policy affect their whole lives. The theme is roughly sometimes brutally expressed.

Two odd books follow, one an unusual tale of American Civil War and one an imaginative flight b girl in her early teens. COMPANY OF COWAR (Deutsch. 11s. 6d.) is by Mr. Jack Schaefer, who w the original story of a very good film called *Shane*. new tale is about a unit which may or may not h existed during the War Between the States but w was said to have been formed from men who had ea disgraced themselves in combat. Be the truth as it n this is a touching little book. KING'S DAUGHT (Hutchinson. 15s.) is the new romance by Miss (a use the word advisedly) Jane Gaskell. One thing wh emerges perfectly clearly from this strange, imagina and rather impressive book is that the author, wit little literary corseting rather than cosseting, may ea go on to a full career a great deal longer, if not inspired, as that of Miss Daisy Ashford. Readers recall Miss Ashford's shock tactics of humour sh search elsewhere.

SOMEONE FROM THE PAST (Eyre and Spo woode. 12s. 6d.) is a murder rather than a thriller s by Mrs. Margot Bennett. Effective, semi-sordid Lon background and a very ingenious mind at work in writing. Snappy conversation, too.

Vernon Far

# ON SEA AND LAND

*Travellers' Tales; and Covent Garden Ope*

*Of Fish and Men* deserves a wide reading pu Let us hope potential readers will take a hint from lugubrious fishy face on the dust-jacket, a deli indication of the drolleries that are interspersed al this very lively piece of reportage.

THE FRENCH VINEYARDS (Eyre and Spo woode. 25s.) is the work of Denis Morris, who out on his travels through France with the intentio obtaining information about wine in all its aspe He journeyed for a year through the wine-grow districts, visiting, tasting, eating and absorbing amazing fund of information. To those who can af to drink only modestly-priced wines the mystique vintages and growths often appears as snobbery. Morris's book dispels any such notions. All who da wine of any sort can profit from the information gives. Not only is the information about wine; Morris is also wise on the matter of food. He says should choose our wine first and our food to go it. There are many amusing anecdotes of people places, all adding up to a symposium of wine in relap to living. This is a delightful book, witty, alert entirely civilised.

Since his youth Hugh Merrick has spent muc his leisure time in the Alps and the high places of world. His work is well known to SPHERE readers, he has made many outstanding contributions to journal on Himalayan adventuring. Mr. Merr latest book is THE GREAT MOTOR HIGHW OF THE ALPS (Robert Hale. 30s.), in which

How many people since the Second World War have given up their job, sold their possessions, bought a boat, sailed to the ends of the earth, and then written a book about it? They must be legion, and so familiar is the pattern that one becomes wary of the next one on the list. Ernle Bradford certainly follows the familiar pattern; but he is an excellent writer with a real story to tell and a deep understanding of all that he has seen and done. THE JOURNEYING MOON (Jarrolds. 18s.) tells of his voyaging through the French canals to southern Italy and Greece, making for the most part for places lying off the beaten track. Mr. Bradford lived in Sicily for nearly a year, working with the tunny fishermen, explored Sardinia and Corsica, worked in a shipyard in the Balearics, and crossed the Atlantic three times under sail. In 1956 alone he covered 10,000 miles of ocean. If you ask him what it has taught him Mr. Bradford will tell you simply that he has learnt to go about the world without fetters; not a bad reward for all that voyaging!

Jon Miller has done quite a bit of globe-trotting largely in his search for fish for the Zoological Society of London, but he is a shrewd observer of all that goes on around him and has obviously taken full advantage of his travels. OF FISH AND MEN (Jarrolds. 18s.) reflects in its title Mr. Miller's interests, and he has undoubtedly written a most entertaining travelogue recounting "fishy circumstances" in Russia, Czechoslovakia, Rumania, and also in lands this side of the Iron Curtain. In Leningrad and Moscow author Miller received V.I.P. treatment, and found that four meals a day and an endless tour of museums and public entertainments was wearing in the extreme. He has some trenchant remarks to make on fish-breeding and pollution in British and Russian rivers. The Russians apparently order these things far better than we do, experts from a special Government department in Moscow making sure that no pollution will take place.

## "A RUM-SHAPED ARTICLE"

Frances Anne, daughter and heiress of Sir Harry Vane-Tempest and of Lady Antrim, was certainly a remarkable woman and came of a self-willed stock. Vanes and Tempests and Macdonnells all preferred to decide their marriages for themselves, not counting the costs of disinheritance. Her grandfather, the parson, eloped with the heiress, Frances Tempest. Her father married Lady Antrim with family disapproval, and her Aunt Frances lost financially by marrying Michael Angelo Taylor. Frances Anne married Castlereagh's half-brother Stewart, who was twice her age, against all opposition. It was, on the whole, a happy marriage after a miserable childhood. She was launched from the schoolroom into the highest circles of European society at the Vienna Congress, endured the discomforts from which not even the crowned heads were spared, at Verona, enjoyed the favours of Czar Alexander and the jealousies of rivals before she was twenty-one. When Stewart succeeded as third Marquis of Londonderry in 1822, they settled down to increase and improve their coal industry and to develop Seaham, and that task she continued as a widow with dictatorial but benevolent farsightedness. But her dual personality justified her many critics. "Half ruffian, half great lady," Lady Deloraine in *Sybil* may represent her; and Creevey had other excuses, besides his affection for Mrs. M. A. Taylor, for calling Frances Anne a "rum article," but, of course, he was far from kind in his ridicule of Taylor, his generous host. In his own favourite phrase to Miss Ord (who was *not* his niece), "*Was there ever?*" A great lady, who was a greater showman, and dressed like a barn-actress, whose tantrums were as vulgar as her estate management was shrewd, a matriarch and a mummer. In FRANCES ANNE (Macmillan. 30s.) Edith, Lady Londonderry has admirably used a wealth of new material to produce an exciting and authoritative portrait of a predecessor and a remarkable picture of changing social life between the Regency and the 1860's. Certainly Frances Anne deserved to be remembered for what she did as a Tory landowner in an era of criminal social insensibility. Her absurdities were not rare in her class and in her time. **John Gore.**

**VICTORY AT COWES: Prince Philip races *Bluebottle* during Cowes Week in 1953. The photograph is one of the illustrations to *The Royal Dragon*, by R. L. Hewitt (Routledge and Kegan Paul. 30s.). The book describes the International Dragon class yacht and its popularity. Much of it concerns the exploits of *Bluebottle*.**

describes in vivid fashion the eighteen major trans-Alpine passes and the thirty essential subsidiary links with them. This book is designed for the thousands of holiday travellers who motor the Alpine roads of France, Switzerland, Italy and Austria every summer by private car or coach. The political, military and economic history of these vital through-arteries all play an important part in this comprehensive and highly readable volume which is illustrated with maps and twenty-five pages of excellent photographs.

BLACK STAR RISING (Herbert Jenkins. 21s.) is described by the author as a journey through West Africa in transition. Dahomey, Togo and Ghana were Mr. Russell Warren Howe's places of call, and he has contrived to produce not only an entertaining travel book but a real social document, a book about people on the march from poverty and backwardness to a new way of life. This is a timely book, and by a writer who has clearly spent years studying the colour question at first hand.

Harold Rosenthal's TWO CENTURIES OF OPERA AT COVENT GARDEN (Putnam. 75s.) is published in this centenary year of the Royal Opera House. For a century before that, however, opera was regularly performed in the two theatres which occupied the site. The works given there, the singers, the musicians, the composers, the conductors, the managers, the syndicates and backers, and not least the often-fickle audiences, all play a part in this detailed and absorbing history. The author traces the course of each season, gives details of first performances and debuts, of contemporary criticism, and also of the financial tribulations of all concerned in this great enterprise. Over 100 photographs, prints and drawings add to the value of this important work. R. C. E.

**IN THE PALLADIAN STYLE: One of the finest eighteenth-century mansions in Hertfordshire, Moor Park dominates the town of Rickmansworth. A grant has been made to the owners, Rickmansworth Urban District Council, towards the cost of repairing the building and a more recent grant has been made by the Ministry of Works.**

**A GARDEN SEAT: Dating from 1720, this ornately-carved seat in the grounds of Moor Park is one of the items being restored. The gardens were laid out by "Capability" Brown in the 1750's.**

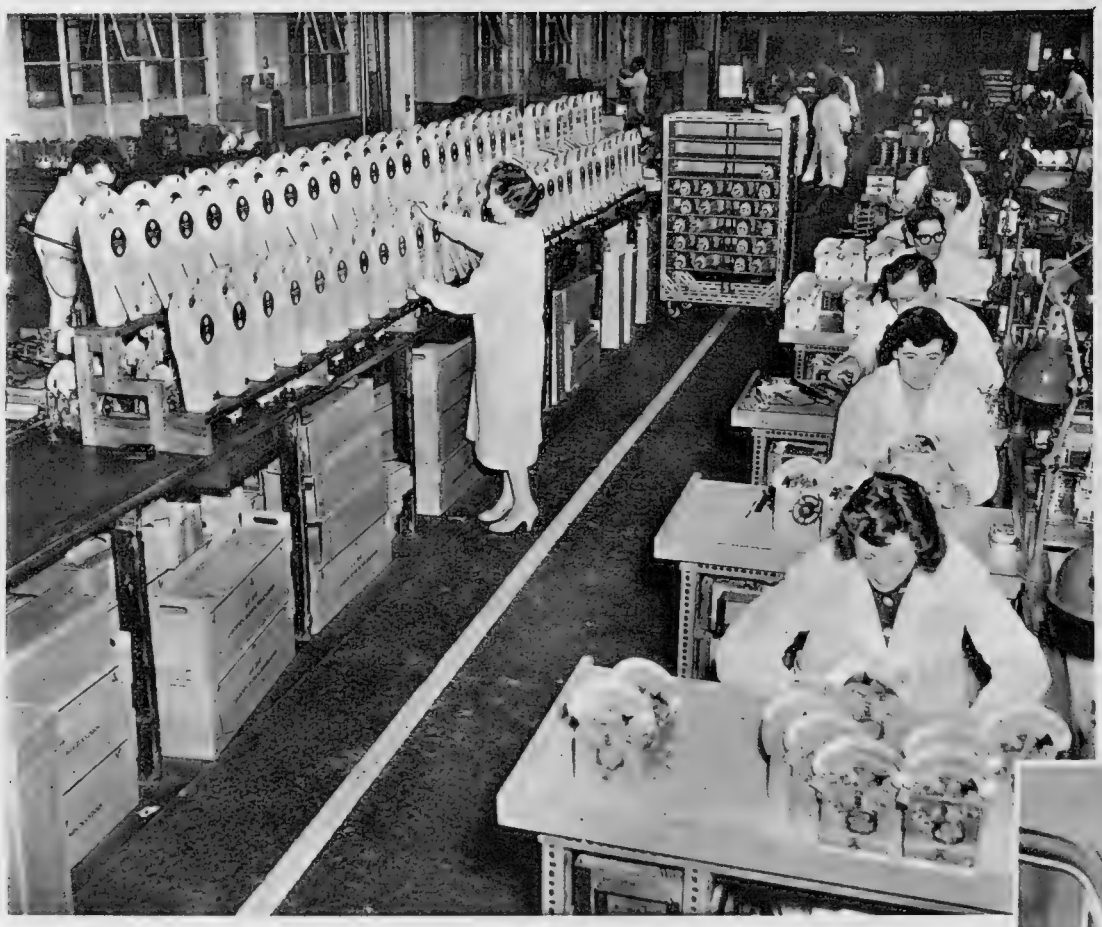
## MOOR PARK MANSION NEAR RICKMANSWORTH

The Palladian Mansion—Moor Park—is now regarded as probably the best example of its period in Hertfordshire. Some of the original park has been built over but the house and 350 acres were bought in 1937 by Rickmansworth Urban District Council. There are now three golf courses there and the house is leased by the council as a club house. Originally belonging to the Abbey of St. Albans, Moor Park passed into the hands of George Nevill, Archbishop of York, in the late fifteenth century. He built the first house on the site, but was later convicted of treason and his estates were confiscated by the Crown. Henry VIII granted it to Cardinal Wolsey, who also failed to retain Royal favour. It passed rapidly through the hands of the Duke of Bedford and various other owners, until shortly after 1670 it was in the hands of James, Earl of Monmouth, the natural son of Charles II; he rebelled in 1683 and the house passed back to the Crown. James II restored it to Monmouth's widow who sold it in 1720 to Benjamin Hoskin Styles.

Mr. Styles was the lucky winner of a fortune in the South Sea Company before the bubble burst. Monmouth had built a new mansion on the site, claimed to be "one of the finest pieces of brickwork in England." Styles rebuilt Monmouth's mansion in a much more luxurious fashion in the Palladian style. Sir James Thornhill was the architect. He may have consulted Giacome Leoni. The cost of the alterations was said to have been £130,000. Faced with Portland stone, the mansion is in two-and-a-half storeys, having a Corinthian portico with gigantic columns 50 ft. high, a balustraded roof, pilasters and other ornamentation.

From this time also dates the cubical entrance hall. Sir James Thornhill had to take Mr. Styles to court to obtain full payment for his services. In laying out the grounds an entire hill was removed to open up the view over the Colne valley. As Alexander Pope, who was always apprehensive of his health, remarked, this also exposed the house to the north wind. The grounds were redesigned by "Capability" Brown.

**TO BE RESTORED: Shrubs grow out of cracks in the arch of the Main Gateway of the mansion near Rickmansworth. Some of the land surrounding Moor Park was acquired by the Urban Council towards preservation of the green belt.**



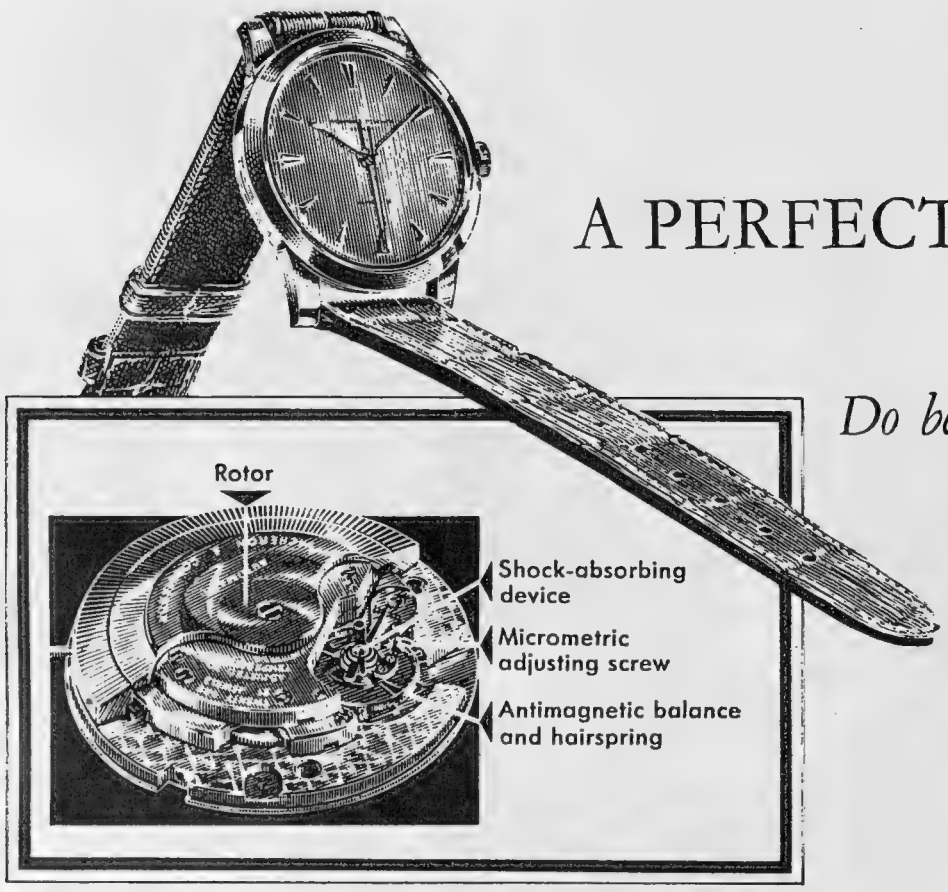
**CHECKING THE METERS:** Mr. A. Longley uses the specially-developed portable electronic equipment to ensure the motorist gets his allocated time to the last second. He is seen here testing a meter at the factory on the Kingston by-pass.

# PARKING METERS

*Constructing the New Device to Control Parking in Mayfair*

**THE PRODUCTION LINE: The parking meters for the scheme which starts in Mayfair on July 10 are being made at the Venner Time Switches factory on the Kingston by-pass, near Malden, in Surrey. In this view of the factory the meters are being assembled on the right.** In the final stages they are tested with the coins with which they are operated. The meters are then placed in outer cases (on the tiered rack, centre) and given a final test and inspection. On the left are racks of completed meters. Over 600 parking meters, the first to be installed in this country, are destined for the streets in the north-west corner of Mayfair, bounded by Oxford Street, Bond Street, Park Lane and Piccadilly. A special feature of the meter is that it shows not only the amount of time expired, but also by means of two flags "excess time" (2-4 hours) and a "penalty" (over 4 hours).

*On left—*
**NO ALL-DAY PARKING:** This close-up shows the new meter, known as the Park-o-meter, which restricts parking time to two hours, at 6d. an hour, with an excess period of a further two hours costing ten shillings.


VACHERON ET CONSTANTIN
IN GENEVA SINCE 1755

# A PERFECTIONIST'S MOTTO

*Do better if you can*

*It's always possible*

Thus, tersely and unequivocally, Francois Constantin laid down a policy for the House of Vacheron et Constantin. It was in 1819, sixty-four years after the firm's founding.

Today, Vacheron et Constantin are in their third century, the world's oldest watch manufacturers. By heeding a perfectionist's motto, they have thrived where others failed to survive.

The "Automatic Jubilee" was directly inspired by the policy of Francois Constantin, for few believed it possible that so thin a watch can be both self winding and waterproof.

"It's *always* possible. . . ."

Lists of stockists available from sole distributors: Elco Clocks & Watches Ltd., 51 Hatton Garden, London, E.C.1.

# ROYAL BURGH OF FALKLAND

*The Queen and the Duke of Edinburgh will Visit the Palace during the Quincentenary Celebrations of the Granting of Royal Charter to Falkland*

SKETCHES BY JOHN MACKAY

**THE OLD PART OF FALKLAND: Situated at the head of the plain, known as the Howe of Fife, in Fifeshire, this small village is also an ancient Royal burgh. The Queen and the Duke of Edinburgh will visit the Palace there on Monday next (June 30).**

**THE PALACE OF FALKLAND: This attractive Royal pleasance was built in the sixteenth century on the site of an older castle. Now under the care of the National Trust for Scotland, the building is reminiscent of the Royal palace at Holyrood. The South Wing has an ornamental façade with narrow windows and a gatehouse.**

**EARLY PROSPERITY: Falkland was once the seat of a court having civic power over most of Fife. The house (centre) remains as evidence of this prosperity.**

During the Royal visit to Fife on June 30, the Queen and the Duke of Edinburgh will visit Falkland Palace—the burgh is celebrating this year the 500th anniversary of the granting of its Royal Charter. The Palace was once a favourite hunting seat of the Stuart kings.

The early castle belonged to the Macduffs, the powerful Earls of Fife, but in the fourteenth century passed into the hands of the Duke of Albany, who, according to the story followed in Scott's *Fair Maid of Perth*, there starved to death his nephew, who was the heir to the throne. On the execution of Albany's sons and grandsons in the early fifteenth century the castle became Crown property. The Palace, probably begun by James III, became a favourite seat of the Scottish Court—the phrase "Falkland-bred" implied courtly manners. The Palace owes its present appearance to James V, who completed it shortly before his marriage early in the sixteenth century. His daughter, Mary Queen of Scots, and her son, James VI, appreciated the hunting in the neighbouring lands. In 1887 the Falkland Estates were purchased by the third Marquis of Bute, hereditary keeper, who restored the building.

To-day only the south wing is in a reasonable state of preservation. The east wing was destroyed by fire when Cromwell's troops occupied the Palace in 1654. On the north side of the inner court are probably the remains of the Great Hall. In the village of Falkland old houses of the seventeenth century remain from the period of prosperity when the court at Falkland had civic power over most of Fife. To-day a linoleum and a linen factory provide the main local sources of employment for this ancient Royal burgh.

**A SCOTTISH "WYND": In this part of the village some thatched roofing remains on the houses which front the winding narrow passage.**

**THE VIEW FROM THE PALACE GARDENS: The East Lomond Hill dominates the scene. On the left the whitewashed houses adjoining the Palace have been restored by the National Trust. Above them rise the steeple of the Town House and (centre) the spire of the Parish Church. Now devoted to agriculture, the land was once a Royal Forest. Falkland is derived from Falcon Land.**

# A SPORTS CAR FOR THE FAMILY

*The Peerless Gran Turismo ; The A.A. and the Law ; Vehicle Tests ; British Car Design Contest ; Defeating London's Traffic Congestion ; And Other Motoring News*

By "THE SPHERE" MOTORING CORRESPONDENT

A TOP speed of 120 m.p.h. and a petrol consumption figure of 30 miles to the gallon. . . . These are some of the virtues claimed for the new Peerless sports saloon, now in production at Slough, Buckinghamshire. Mr. John Gordon, Managing Director of Peerless Cars Ltd., says he is planning to build between 1,000 and 1,500 of these attractive-looking cars in the next twelve months. The Peerless was first announced last September and a prototype with an aluminium body was shown at the Paris Salon. The production version has a plastic body. It is powered by the 2-litre 4-cylinder engine evolved for the Triumph TR.3, from which it has also "borrowed" a four-speed gear-box. A de Dion rear axle reduces unsprung weight and helps to give the Peerless its exceptional road-holding characteristics.

The makers of the Peerless claim that it fills a gap in the long list of cars built in Britain; that it will appeal to the sports car enthusiast who is also a married man with a growing family, for the Peerless has two reasonable-sized seats in the back—seats big enough for children or small adults. There is also a roomy luggage boot. So the Peerless, which accelerates to 80 m.p.h. in 18 seconds, has plenty of room as well as a lively performance. At £1,498 7s., including tax, this new Grand Turismo model sounds good value and I am looking forward to trying it out on the road.

**THE PEERLESS GRAN TURISMO : The bodywork has been built by James Whitson and Co., Ltd., using Cellobond polyester resin supplied by British Resin Products Limited. This new 120 m.p.h. car is built almost entirely from standard components by Peerless Cars Ltd.**

The A.A. did a good thing when they took up the case of John Alexander McDairmant. The magistrates at Totton, Hampshire, fined him £5 for speeding and disqualified him from driving for three months. He had pleaded guilty and under the Magistrates' Courts Act of 1957, which came into force last September, he was automatically excused appearance at Court. Similarly, the police officer concerned in the case did not have to appear. His statement of the facts of the case was read out in his absence. The A.A., whose legal department keeps a close watch on this sort of thing, did not think it right that McDairmant should have his licence suspended in his absence. They decided to fight the case in spite of the fact that the motorist's A.A. membership had lapsed.

The appeal came before Lord Goddard, the Lord Chief Justice, who quashed the suspension, and made some pointed comments. He said, among other things, that the Justices should not have disqualified McDairmant without giving him an opportunity of being present. An A.A. spokesman said later: "We brought the case because it involves one of the vital safeguards written into the new Act." He said the case was of importance to millions of motorists. His Association had been particularly concerned, since the Act was introduced, to ensure that defendants summoned under the "rubber stamp" procedure of the new Act received to the full the protection to which they were entitled.

There is still a great deal of misunderstanding about the impending vehicle tests. For one thing, the impression has got around that the Transport Minister has deferred the tests. That is not true. He is anxious to get the scheme into operation as quickly as possible. October 1 is still the target date but the Minister will not give the word "Go" until an adequate number of testing stations have been approved. I understand he does not want motorists to have to drive farther than ten miles to a testing station.

Let me make it clear that a motorist can go to any testing station; and that if the place he chooses refuses to give him a roadworthiness certificate he is under no obligation to have any necessary repairs done at that particular garage. He can carry out the repairs himself if he likes. But he must do them within two weeks. If he has the repairs done at a garage authorised as a testing station the car will be re-tested there free of charge. If the motorist has done the repairs himself or had them carried out at a garage not on the Ministry's testing list, he must take the vehicle back to the original testing station to qualify for a free re-test.

It is a sign of the times that in this year's edition of an important British car design contest the accent was on a small three/four-seater saloon with a 600-c.c. engine. We are going to see, in the future, a lot of different makes of car answering to this specification—and some of them will be British. There may be or may not be some significance in the fact that the first four prizes in this section of the annual competition were won by stylists working for the Ford Motor Co. at Dagenham.

The chief award went to thirty-two-year-old Mr. Tom Karen, who submitted an attractive design which he called the "Rascal." It has a twin-cylinder, air-cooled, two-stroke engine mounted at the back. There is independent springing all round and the driver and other occupants of the "Rascal" would have exceptional visibility, thanks to a wide, deep screen and a roof that is partly transparent. There would be only one door, half of the front of the car hinging sideways at the centre line of the screen. The rear seat has a "kink" in it. "There would normally be only one back-seat passenger," said Mr. Karen, "so I have arranged he shall sit facing diagonally across the car. This gives more head and leg-room." The competition was staged by the Institute of British Carriage and Automobile Manufacturers.

Common sense suggests the British Road Federation is thinking along the right lines when it talks of the urgent need in London of through routes with limited access —otherwise known as urban motorways. One of the main causes of traffic congestion in London is the mixing up of through traffic—including fleets of heavy lorries—with local traffic. They can best be kept separate by the use of urban motorways, and the quicker they are built the less expensive they will be.

The Road Federation has strongly advocated a pattern of these motorways in a memorandum it has just submitted to the London County Council. The L.C.C. invited the Federation to state its views on the kind of road improvements it would like to see included in the revised County of London Development Plan for 1961. The Federation told the L.C.C. that first priority should be given to a limited-access highway encircling the central area on approximately the line of the "A" Ring Road suggested many years ago. The proposed Inner Circle motorway would have radial roads branching off it both inwards and outwards. These radial roads should include connections with the St. Albans by-pass, Western Avenue, Eastern Avenue, and the dock area, the Great West Road (at the new Chiswick fly-over) and Rochester Way. This plan will have the support of all thinking men and women, whether motorists or not.

To read Rodney Walkerley's latest book on Continental touring—*Take Your Car Abroad*—is the next best thing to taking his advice. As you browse through this charming book (Temple Press. 6s.), enjoying the author's racy style and delightful sketches, it is not difficult to imagine yourself speeding along one of the routes nationales, stopping for a meal at a delightful little restaurant or looking in at one of the motor race meetings he so strongly recommends.

Rodney Walkerley is Sports Editor—"*Grand Vitesse*"—of *The Motor*. He drives many thousands of miles on the Continent every year and he knows what he is talking about when he gives advice on this subject. Take, for instance, the double-line system on many Continental roads (a system which is also being adopted, a little leisurely, in Britain). What Mr. Walkerley says on this subject is worth noting. For instance: "In most countries it is an offence to cross the wrong line even if the road is empty. That sometimes means crawling up a long hill behind a lorry or even a cart. Resist temptation to take a chance and pull out because both in France and Italy they have a new brigade of mobile cops who infest the roads in the tourist season. They lurk over crests and around corners. They have walkie-talkie sets and radio cars. . . . They are empowered to fine you on the spot and argument is useless."

I am one of those motorists who think it a good thing to renew a car's sparking plugs at least every 10,000 miles. The makers' advice to do this is not simply sales promotion. It is common sense. After all, plugs still cost only 5s. each, and think of the work they do. How would *you* like to work in that kind of atmosphere? To help garage men preach this gospel the Champion company have produced what they are pleased to call a plugo-meter: a device for showing a motorist at a glance the condition his plugs are in. They have found it is no good merely to unscrew a plug and show it to the motorist.

Even if it is badly oiled or burned there are many car owners who just wouldn't recognise that the plug was in a bad way. So they have evolved a small metal panel, small enough to slip into the breast pocket, containing a series of holes large enough to insert a plug. Beside each hole is a colour picture of a plug in various stages of decay, with a brief printed description of what is wrong with it. Champions hope that by submitting this visual proof that a car's plugs are not all they might be, garages will be able more easily to persuade drivers to invest in a new set of plugs.

They think of everything nowadays. . . . Latest motoring novelty is "push-button" car polishing. By which I mean the use of pressurised tins. Claiming to be first in Britain in this particular field are Johnsons, who have just announced a new combined wax polish and cleaner dispensed from a press-button squirt tin. They call it Instant One-Step and claim that it goes one better than their previous cleaner-cum-polish mixture. It comes out of the tin with a foam-like consistency and, they say, spreads easily. The new polish costs 12s. 6d. a tin.

**A NEW ANTI-SKID DEVICE: *Left*—The Dunlop Maxaret anti-skid device is in operation on the front wheels only of the sliding car. The rear wheels are locked. *Right*—The unit is in operation on all four wheels. The gear allows maximum braking effort and at the same time prevents wheel lock and the resultant skidding.**

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195-198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, JUNE 28, 1958. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

# Everyone drives better in a Vauxhall

- PHENOMENAL ROADHOLDING
- PANORAMIC VISION
- FLEXIBLE LONG-LIFE ENGINE
- FINGER-LIGHT STEERING
- ALL-SYNCHROMESH GEARBOX
- POWERFUL PROGRESSIVE BRAKES
- ADVANCED STYLING
- LOW CENTRE OF GRAVITY
- EXTRA LARGE BOOT

When you look at a Vauxhall you can *see* the difference . . . it has the swift new lines of the future. When you drive one you can *feel* the difference — and a wonderful difference it is too . . . better road-holding, better visibility, better brakes, greater safety, and a natural lightness of control that makes driving more pleasurable than ever before.

That goes for Victor, Victor Super, Velox and Cresta: all give you advanced features that no other car yet offers, and all are backed by Vauxhall Square Deal Service, the best and cheapest in the country.

Driving is believing. Ask your Vauxhall dealer to let you try the Vauxhall of your choice. You'll find that it is *your* kind of car the moment you take the wheel.

**VICTOR £498** + £250 . 7s. P.T. (£748 . 7s.) **VICTOR SUPER £520** + £261 . 7s. P.T. (£781 . 7s.) **VICTOR ESTATE CAR £620** + £311 . 7s. P.T. (£931 . 7s.)
**VELOX £655** + £328 . 17s. P.T. (£983 . 17s.) **CRESTA £715** + £358 . 17s. P.T. (£1,073 . 17s.)

*2·4 Litre Saloon*

# Whatever JAGUAR you choose...

...and the choice of Jaguar models is now wider and more varied than ever before... you can be sure that every model in the range has these things in common — outstanding performance, exceptional road-holding and the highest degree of safety — essential characteristics that have made Jaguar admired and desired throughout the world. From the spacious elegance of the Mark VIII Saloon to the compact efficiency of the XK 150 series, with the 2·4 and 3·4 litre saloons offering many of the outstanding attributes of both, there is a Jaguar model to meet your personal preference. All models are available with Automatic Transmission and, with the exception of the Mark VIII, with Disc Brakes.

*London Showrooms:* 88 PICCADILLY W.1

*Mark VIII Saloon*